UNITED STATES RAILROAD ADMINISTRATION
W G McADOO, DIRECTOR GENERAL OF RAILROADS
SOUTHERN PACIFIC RAILROAD

Sacramento, December 30, 1918

Bulletin No. 1937

Agents,
Trainmen,
Enginemen.

Effective at once Stanford will be a flag stop for Trains 209 and 210.

J D Brennan,
Superintendent.

File No. 520-311

Vice-President and General Manager.

Assistant General Manager.

PANY

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M.

public.

R. L. RUBY,
Acting Superintendent of Transportation.

SACRAMENTO DIVISION

UNITED STATES RAILROAD ADMINISTRATION
W G McADOO, DIRECTOR GENERAL OF RAILROADS
SOUTHERN PACIFIC RAILROAD.

Sacramento, December 24, 1918

Bulletin No. 1929

All Concerned:

Effective November 1st, 1918, Class C Freight Station to be known as "Riz" has been established, location as follows:

Station West	Logandale	144.3
	1.7	
New Station	Riz	146.0
	3.9	
Station East	Willows	149.9

J D Brennan,
Superintendent.

File No. 513-07

Vice-President and General Manager.

Assistant General Manager.

. L. RUBY,
Acting Superintendent of Transportation.

SOUTHERN PACIFIC COMPANY

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M.

public.

SACRAMENTO DIVISION

SOUTHERN PACIFIC COMPANY

(PACIFIC SYSTEM.)

TIME TABLE

108

FOR THE

SACRAMENTO DIVISION

To Take Effect Sunday, June 2, 1918, at 12:01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN)

For the government and information of employes only, and not intended for the use of the public.
The Company reserves the right to vary from this time table at pleasure.

W. R. SCOTT,
Vice-President and General Manager.

J. H. DYER,
Assistant General Manager.

R. L. RUBY,
Acting Superintendent of Transportation.

Eastward.

FROM SAN FRANCISCO

Length of sidings in cars, and location of Scales, Fuel, Water, Turning Stations and Interlocking Plants.	THIRD CLASS					FIRST CLASS										Distance from San Francisco		Time Table No. 108 June 2, 1918
	256	308	222	306	254	6	48	20	34	14	2	22	28	210	16			
	Sunset Manifest	Way Freight	Portland Fast Freight	Way Freight	Ogden Manifest	Atlantic Express	El Dorado	Pacific Limited	Colfax Passenger	Portland Express	Overland Limited	Dunsmuir Passenger	Sacramento Gerber Passenger	Sparks Passenger	Oregon Express			
	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			**STATIONS**
Term Yard WFTYOP			8.30AM			10.25PM	8.30PM	4.50PM	3.45PM	2.15PM	1.25PM	10.50AM	8.00AM	7.30AM	12.30AM	88.8	Automatic Block	DNR **SACRAMENTO** 3.0
Yard IY P	8.30AM		8.45		11.10AM	10.35	8.40	5.00	f3.55	2.25	1.35	f11.00	f8.10	f 7.40	12.40	91.8		**ELVAS** 1.5
																93.5		SWANSTON 1.6
88 P						10.40	8.46	5.07	f4.00	2.30	1.40	f11.05	f8.15	f 7.45	12.45	94.9		BENALI 4.5
10 Spur P									f			f	f	f		99.4		WALERGA 3.4
60 P						10.54	8.57	5.17	f4.20	2.40	1.50	f11.15	f8.25	f 7.55	12.55	102.8		ANTELOPE 3.8
Term Yard TWFPYO	10.00AM		10.15AM	4.00AM	12.05PM 2.30PM	s11.10	s9.05PM	s 5.30	s4.30	s2.52PM	2.05	s11.25AM	s8.37AM	s 8.05	s 1.08AM	106.6		DN **ROSEVILLE** 1.3
																107.9		ENWOOD 2.7
Yard P				4.15		s11.20		5.43	s4.37		2.17			s 8.15		110.6		ROCKLIN 4.9
73				See Page 3.		f11.32		5.57	See page 3.		2.40			See page 3.		115.5		LINCOLN AV., PENRYN 4.7
87 W P				7.20		s11.47		6.12	s5.05		2.53			s 8.45		120.2		DN NEWCASTLE 4.0
86 W P				7.50		s11.59PM		s 6.24	s5.17		3.05			s 8.55		124.2		AUBURN, NEVADA ST. 4.9
76 P				8.20		12.14AM		6.39	f5.27		3.17			f 9.06		129.1		BOWMAN 2.3
70				8.50	**5.35**	12.24		6.45	f**5.35**		3.25			f 9.15		131.4		CLIPPER GAP 2.9
83 W				9.05		12.32		6.54	f5.42		3.37			f 9.25		134.3		APPLEGATE 3.4
82				**9.35**		12.41		7.04	f5.48		3.48			f **9.35**		137.7		N. E. MILLS 1.3
									f					f		139.0		LANDER 2.7
Yard OYPW		7.00AM		10.10AM	6.45	s 1.00		s 7.15	s6.00PM		s4.05			s 9.50		141.7		DNR **COLFAX** 4.3
50		7.20			**7.31**	1.18		**7.31**			4.20			f10.10		146.0		CAPE HORN 2.5
														f		148.5		MAGRA 3.7
80 PWFY		8.15				s 1.40		7.53			4.40			f10.35		152.2		DN GOLD RUN 1.9
6 Spur		8.40				f 1.48		8.00			4.50			f10.45		154.1		DUTCH FLAT 1.9
4 Spur														f		156.0		ALTA 0.8
5 Spur PW		9.00				f 1.58		8.10			5.00			f10.55		156.8		D TOWLE 1.8
5 Spur		9.15				2.07		8.17			5.10			f11.02		158.6		GORGE 2.1
80 P		9.30				2.17		8.24			5.20			f11.15		160.7		DN MIDAS 2.3
10 Spur W		9.50				2.27		8.32			5.30			f11.24		163.0		FOREBAY 2.1
		10.00			9.50	2.35		8.42			5.37			11.32		165.1	Staff Sys.	B. C. JUNCTION 0.4
60 PTW		10.10AM			10.00PM	s 2.42AM		s 8.45PM			s 5.40PM			S ¶ 11.35AM		165.5 166.6		DN **BLUE CANON**
	Arrive Daily	Ar. Monday Wednesday and Friday	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(76.7)
	(1.00)	(3.10)	(1.45)	(6.00)	(10.05)	(4.17)	(0.35)	(3.55)	(2.15)	(0.37)	(4.15)	(0.35)	(0.37)	(4.05)	(0.37)			....................Time over District
	14.80	7.64	10.95	7.81	7.65	18.16	30.51	20.43	23.51	29.72	18.11	31.14	28.86	18.89	29.72			....................Average speed per hour

No. 4 Track between Rocklin and Loomis will be used exclusively by Nos. 210, 34 and 306; other trains only when authorized by train order.

Eastward trains to use siding at Clipper Gap, will have to back in through crossover near east end of siding.

ADDITIONAL STOPS ON SIGNAL
- No. 210, Haggin, Mile Post 94.1.
- Nos. 2, 6 and 20 stations west of Colfax to receive passengers for Ogden and points east.

Eastward

FROM SAN FRANCISCO

TOWARD SAN FRANCISCO

Westward.

Time Table No. 108

June 2, 1918

						FIRST CLASS										THIRD CLASS					
306	210	34			Distance from Blue Canon	5	13	47	9	33	19	1	21	209	27	257	253	305	307	221	Length of sidings in cars, and location of Scales, Fuel, Water, Turning Stations and Interlocking Plants.
Way Freight	The Newsboy	Colfax Passenger				San Francisco Passenger	San Francisco Express	El Dorado	Fast Mail	Sacramento Passenger	Pacific Limited	Overland Limited	The Statesman	San Francisco Passenger	Sacramento Passenger	Sunset Manifest	Ogden Manifest	Way Freight	Way Freight	Portland Fast Freight	
Leave Daily Ex. Sunday	Leave Daily	Leave Daily		**STATIONS**		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	
				DNR **SACRAMENTO** 3.0	77.1	s 4.00AM	s 4.30AM	s 8.05AM	s 9.00AM	s 9.15AM	10.25AM	s 1.25PM	s 3.00PM	s 3.20PM	s 6.35PM					6.00PM	Term. Yard WFTYOP
				ELVAS 1.5	74.1	3.50	4.20	7.55	8.50	f 9.05	10.10	1.15	2.50	f 3.10	6.25	1.00AM	8.35AM			5.45	PIY Yard
				SWANSTON 1.6	72.6																
				BENALI 4.5	71.0	3.44	4.11	7.50	8.45	f 8.57	10.05	1.07	2.41	f 3.01	f 6.18						P 89
				WALERGA 3.4	66.5					f				f	f						No Siding P
				ANTELOPE 3.8	63.1	3.34	4.01	7.40	8.37	s 8.47	9.55	1.58	2.30	f 2.50	f 6.08						P 60
				DN **ROSEVILLE** 1.3	59.3	s 3.25	3.53AM	s 7.32AM	8.30	s 8.37	s 9.45	12.50	s 2.23PM	s 2.42	6.00PM	12.10AM	8.00 6.00	4.00PM		5.00PM	Term. Yard TWFPYO
				ENWOOD 2.7	58.0																
4.15AM	s 8.15AM	s 4.37PM		ROCKLIN 3.3	55.3	f 3.09			8.15	s 8.30	9.25	12.35		s 2.28				3.40			P Yard
4.50 5.50	s 8.23	s 4.46		D LOOMIS 2.7	52.0	f 2.58			8.08	s 8.23	9.16	12.28		s 2.17				2.43			P 60
6.05 6.30	s 8.31	s 4.55		D PENRYN 3.0	49.3	f 2.50			8.02	s 8.15	9.10	12.20		s **2.07**				**2.07**			P 55
6.50AM	s 8.45AM	s 5.05PM		DN NEWCASTLE 1.9	46.3	s 2.40			7.55	s 8.07	s 9.03	12.14		s 1.57				1.30			WP 73
				ZETA 2.1	44.4	f				f 7.58				f							Spur 57
				FLINT 0.9	42.3																73
				D AUBURN 3.9	41.4	s 2.28			7.41	s 7.52	s 8.47	**12.01** PM		s 1.37			4.30	**12.01** PM			WP 56
				BOWMAN 2.5	37.5	f 2.16			7.34	f 7.40	8.37	11.52AM		f 1.25							P 73
				CLIPPER GAP 3.0	35.0	f 2.06			7.27	f 7.34	8.30	11.45		f 1.17							70
				APPLEGATE 3.2	32.0	f 1.57			7.21	f 7.28	8.24	11.39		f 1.08							Spur 55
				N. E. MILLS 2.0	28.8	f 1.47			7.15	f 7.22	8.16	11.33		f 12.57							Spur 55
				LANDER 3.0	26.8	f				f				f							Spur 64
				DNR **COLFAX** 4.3	23.8	s 1.30			**7.05**	**7.10AM**	s 8.05	s 11.20		s 12.40			2.45	9.10AM	4.30PM		OYWP Yard
				CAPE HORN 2.5	19.5	f 1.15			6.43		7.45	11.05		f 12.25					4.05		50
				MAGRA 3.7	17.0	f								f							Spur 5
				DN GOLD RUN 1.9	13.3	f 12.57			6.28		7.31	10.48		f 12.10					3.30		WFYP 80
				DUTCH FLAT 1.9	11.4	f 12.50			6.23		7.25	10.43		f 12.01PM							Spur 6
				ALTA 0.8	9.5	f								f							Spur 4
				D TOWLE 1.8	8.7	f 12.43			6.17		7.19	10.36		f 11.53AM							WP Spur 5
				*GORGE 2.1	6.9	f 12.39			6.12		7.15	10.30		f 11.49					2.50		Spur 5
				DN MIDAS 2.3	4.8	f 12.34			6.09		7.07	10.23		f 11.44					2.38		P 80
				FOREBAY 2.1	2.5	f 12.28			6.01		7.00	10.14		f 11.38					2.18		W Spur 10
				B. O. JUNCTION 0.4	0.4	12.22			5.57		6.53	10.07		11.32			12.48		2.08		
				DN **BLUE CANON**	0.0	12.20AM			5.55AM		6.50AM	10.05AM		11.30AM			12.45AM		2.00PM		PTW 60
Arrive Daily Ex. Sun.	Arrive Daily	Arrive Daily	Arrive Daily	(77.1)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	
				Time over District		(3.40)	(0.37)	(0.33)	(3.05)	(2.05)	(3.35)	(3.20)	(0.37)	(3.30)	(0.35)	(0.50)	(8.30)	(6.50)	(3.00)	(1.00)	
				Average speed per hour		20.29	28.86	32.30	25.23	25.73	20.80	23.15	28.86	22.23	30.51	17.76	11.65	5.22	8.07	19.16	

Automatic Block: Sacramento to Forebay.

No. 1 Track: Flint to Bowman.

Staff Sys.: B. O. Junction to Blue Canon.

The above schedules are shown only for information and have no time table superiority between Loomis and Newcastle, but will be known by their numbers and handled only by train orders between Loomis and Newcastle.

Westward trains receiving orders east of Newcastle moving an eastward train from Loomis to Newcastle against them, must not pass east cross-over switch at Newcastle until opposing trains on No. 1 Track have arrived.

Westward trains must stop east of east cross-over switch at Newcastle unless they receive a proceed train-order signal.

Nos. 210, 34 and 306 will use No. 4 Track Rocklin to Loomis.

*Frog in part of season.

ADDITIONAL STOPS ON SIGNAL.

- **Nos. 13 and 27, stations between Roseville and Sacramento to discharge passengers from points east of Roseville.**
- **No. 209, Haggin, Mile Post 94.1.**
- **Nos. 1, 5 and 19, stations west of Colfax to discharge passengers from points east of Ogden.**

Eastward.

FROM SAN FRANCISCO

Length of sidings in cars, and location of Scales, Fuel, Water, Turning Stations and Interlocking Plants.	THIRD CLASS			FIRST CLASS				Distance from San Francisco		Time Table No. 108 June 2, 1918	
	254 Ogden Manifest	308 Way Freight	310 Way Freight	20 Pacific Limited	2 Overland Limited	210 Sparks Passenger	6 Atlantic Express				
	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily			STATIONS	
60 PTW	10.10PM	10.45AM		8.50PM	5.40PM	11.50AM	2.55AM	166.6	Staff System	DN **BLUE CANON**	1.7
								168.3		KEENE	1.4
73		11.04		9.02	5.50	f 12.03PM	3.08	169.7		FULDA	2.1
68 PT		11.30		9.08	5.57	s 12.12	3.18	171.8		D EMIGRANT GAP	1.5
51		11.45AM		9.14	6.02	f 12.20	f 3.26	173.3		DN **SMART**	2.8
69	11.15	12.05PM		9.23	6.09	s 12.32	3.37	176.1		YUBA PASS	2.2
51 W	11.35PM	12.30 12.50		9.31	6.15	f 12.41	3.49	178.3		CRYSTAL LAKE	2.0
49 PW		1.05		9.37	6.22	s 12.50	f 4.01	180.3		DN CISCO	3.5
53		1.30		9.48	6.32	f 1.05	4.15	183.8		TAMARACK	2.0
50 W		1.50		9.56	6.37	f 1.15	4.25	185.8		DN TROY	2.1
59		2.10		10.02	6.43	f 1.25	4.34	187.9		SPRUCE	2.8
47		2.30		10.12	6.52	s 1.37	4.49	190.7		SODA SPRINGS	2.3
128 PTW	1.45AM	3.05		10.21	7.00	s 1.50	s 4.59	193.0		DN SUMMIT	3.2
54		3.20		10.30	7.08	f 2.01	5.10	196.2		LAKE VIEW	2.0
60		3.35		10.37	7.13	f 2.10	5.19	198.2		EDER	2.4
57 T		3.50		10.46	7.20	f 2.20	5.30	200.6		DN ANDOVER	3.5
72		4.10		10.59	7.29	f 2.32	f 5.42	204.1		CHAMPION	3.9
Term. Yard PWTYOF	3.40	4.30PM	10.40AM	s 11.10	s 7.40	s 2.45	s 6.05	208.0	Automatic Block	DNR **TRUCKEE**	3.1
48 (Spur)						f		211.1		* POLARIS	3.9
53 (Spur)						f		215.0		*PROSSER CREEK	1.3
20			11.30AM	11.29	8.00	s 3.10	s 6.25	216.3		D BOCA	1.8
80								218.1		HINTON	0.9
8 (Spur)								219.0		*BURCKHALTER	1.9
31 (Spur)						f		220.9		* ICELAND	0.6
34 (Spur)								221.5		* WICKES	0.9
75 W			12.10PM	11.43	8.13	s 3.30	s 6.40	222.4		D FLORISTON	3.1
20 (Spur) W				11.50PM	8.21	f 3.40	6.49	225.5		N MYSTIC	3.0
No Siding W								228.5		CALVADA	3.9
100			1.30	12.05AM	8.35	s 4.00	s 7.07	232.4		D **VERDI**	3.4
15 (Spur)							f	235.8		MOGUL	1.4
6 (Spur) W	7.18			12.22	8.47	f 4.15	f 7.18	237.2		LAWTON	5.7
Yard OP	8.15		2.20	s 12.40	s 9.00	s 4.30	s 7.50	242.9		**RENO**	2.6
Yard				12.55	9.10	s 4.45	s 8.00	245.5		SPARKS (Passenger Station)	0.7
Term. Yard FWTOP	8.50AM		2.40PM	s 1.00AM	s 9.15PM	s 4.55PM	s 8.10AM	246.2		DNR **SPARKS** (Dsprs Office)	
	Arrive Daily	Leave Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Leave Daily	Arrive Daily			(79.6)	
	(9.05) 8.76	(5.40) 7.34	(4.00) 9.70	(4.10) 19.14	(3.35) 22.20	(5.05) 15.74	(5.15) 15.16			................Time over district ....Average speed per hour	

On single track westward trains are superior to trains of the same class in the opposite direction. See Rule 72.

*Frog taken out part of season.
Spur at Ware on No. 2 track only.
Burckhalter Spur on No. 2 track only.
Water tank Mystic and Lawton on No. 1 track only.
Lawton Spur and cross-over 0.7 mile east of station board.

On double track between Sparks and Truckee, trains keep to the left. Westward trains use No. 1 track, Eastward trains No. 2 track. Signals used by trackmen on this double track will be placed on left, or fireman's side of track.

Additional Stations:—Union Mills-Mile Post 213.5 Farad 224.7,—Fleish 229.8

ADDITIONAL STOPS ON SIGNAL { No. 6 Union Mills, Farad, Fleish

Time Table No. 108

June 2, 1918

			STATIONS	Distance from Sparks	FIRST CLASS 9 Fast Mail	19 Pacific Limited	1 Overland Limited	209 San Francisco Passenger	5 San Francisco Passenger	THIRD CLASS 309 Way Freight	307 Way Freight	253 Ogden Manifest
					Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily
Staff System		DN	**BLUE CANON** 1.7	79.6	s 5.50AM	6.45AM	s 10.00AM	s¶ 11.15AM	s 12.15AM		2.00PM	12.30AM
			KEENE 1.4	77.9		6.37	9.53	f 11.09	12.10			
			FULDA 2.1	76.5	5.43	6.32	9.50	f **11.04**	12.05AM		1.15	
		D	EMIGRANT GAP 1.5	74.4	5.38	6.25	9.45	s 10.57	s 11.58PM		12.45	
		DN	SMART 2.8	72.9	5.34	6.18	9.40	f 10.50	**11.52**		12.20	12.01AM 11.35PM
			YUBA PASS 2.2	70.1	5.27	6.10	9.32	f 10.42	11.43		12.05PM	11.15
			CRYSTAL LAKE 2.0	67.9	5.22	6.03	9.26	f 10.35	**11.35**		11.45AM	
		DN	CISCO 3.5	65.9	5.15	5.56	9.20	s 10.27	s 11.28		11.30	
			TAMARACK 2.0	62.4	5.05	5.47	9.10	f 10.14	11.16		11.00	
		DN	TROY 2.1	60.4	5.00	5.40	9.03	f 10.05	11.09		10.30	
			SPRUCE 2.8	58.3	4.55	5.33	8.56	f **9.57**	11.02		9.57	10.02
			SODA SPRINGS 2.3	55.5	**4.49**	5.25	8.48	f 9.45	f 10.52		9.15	
		DN	SUMMIT 3.2	53.2	4.43	5.17	8.40	s 9.35	s 10.42		9.00	9.30
			LAKE VIEW 2.0	50.0	4.35	**5.10**	**8.28**	f 9.25	**10.30**		8.28	
			EDER 2.4	48.0	4.30	5.03	8.20	f 9.15	10.21		8.05	
		DN	ANDOVER 3.5	45.6	4.23	4.58	8.12	f 9.05	10.10		7.45	
			CHAMPION 3.9	42.1	4.15	4.47	8.00	f 8.50	9.53		7.25	7.29
		DNR	**TRUCKEE** 3.1	38.2 38.0	s 4.05	s 4.37	s 7.45	s 8.35	s 9.35	10.20AM	7.00AM	6.25
Automatic Block	No. 1 Track		*POLARIS 3.9	34.9				f	f			
			*PROSSER CREEK 1.3	31.0				f	f			
		D	BOCA 1.8	29.7	3.43	4.13	7.25	s 8.05	s 9.05	9.25		4.15
			HINTON 0.9	27.9								
			*BURCKHALTER 1.9	27.0								
			*ICELAND 0.6	25.1				f	f			
			*WICKES 0.9	24.5								
		D	FLORISTON 3.0	23.6	3.30	3.58	7.11	s 7.50	s 8.50	8.45		
		N	MYSTIC 3.0	20.6	3.23	3.48	7.04	f 7.40	f 8.43			
			CALVADA 3.9	17.6								
		D	**VERDI** 3.3	13.7	3.10	3.30	6.50	s 7.25	s 8.28	7.45		2.00
			MOGUL 1.4	10.4				f	f			
			LAWTON 5.7	9.0	3.00	3.10	6.40	f **7.15**	f 8.15	**7.15**		
			RENO 2.6	3.3	s 2.52	3.00	s **6.30**	s 7.00	s 8.00 7.40	6.30		1.00
			SPARKS (Passenger Station) 0.7	0.7	2.43	2.49	6.20	s 6.50	s 7.35			
		DNR	**SPARKS** (DsprsOffice)	0.0	**2.40AM**	**2.45AM**	6.15AM	6.45AM	7.25PM	6.00AM		12.30PM
			(79.6)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily
			Time over District............................		(3.45)	(4.05)	(3.10)	(4.30)	(4.50)	(4.20)	(7.00)	(12.00)
			Average speed per hour....................		21.33	19.59	25.13	17.77	16.59	8.77	5.91	6.63

On single track westward trains are superior to trains of the same class in the opposite direction. See Rule 72.

On double track between Sparks and Truckee, trains will keep to the left. Westward trains use No. 1 Track, and Eastward trains No. 2 Track. Signals used by trackmen on this double track will be placed on the left, or fireman's side of track.

ADDITIONAL STOPS ON SIGNAL:
No. 5 Union Mills, Farad, Fleish and Summit Hotel.

*Frog taken out part of season.
Burckhalter Spur on No. 2 track only.
Water tank Mystic and Lawton on No. 1 track only.
Lawton Spur and cross over 0.7 mile east of station board.

Eastward.

FROM SAN FRANCISCO

Time Table No. 108

June 2, 1918

Length of sidings in cars, and location of Scales, Fuel, Water, Turning Stations and Interlocking Plants.	THIRD CLASS				FIRST CLASS								Distance from San Francisco		STATIONS
	222	228	230	224	44	16	48	14	22	30	28	54			
	Portland **Fast Freight**	**Way Freight**	Way Freight	Way Freight	Gerber Passenger	Oregon Express	El Dorado	Portland Express	Dunsmuir Passenger	Gerber Passenger	Sacramento Gerber Passenger	Oregonian			
	Leave Daily	**Leave Daily Ex. Sunday**	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	**Leave Daily**	Leave Daily	Leave Daily	**Leave Daily**	Leave Daily			
						12.30AM	8.30PM	2.15PM	10.50AM		8.00AM		88.8		**SACRAMENTO**
Term Yard FOPTWY	3.00PM		10.30PM			1.05AM	9.05PM	2.53PM	11.25AM		8.37AM		106.6	DN	**ROSEVILLE** 6.2
49	3.40		10.50			1.20	9.14	f 3.10	f 11.35		f 8.52		112.8		WHITNEY 4.2
134 W	4.05		11.15			s 1.30	s **9.21**	s 3.21	s 11.43		s 9.01		117.0	DN	LINCOLN 1.3
34 Spur											f		118.3		CLAYTON 2.7
38	4.30		11.45PM			1.40	9.27	f 3.32	f 11.50		f 9.10		121.0		EWING 3.8
32	4.55		12.02AM			1.50	f 9.32	f 3.42	s 11.57AM		f 9.18		124.8		SHERIDAN 3.3
138 W	**5.15**		12.40			s 2.02	s 9.36	s 3.50	s 12.02PM		s 9.26		128.1	D	WHEATLAND 6.1
53	5.45		1.05			**2.25**	9.46	f 4.06	f 12.13		f 9.40		134.2		OSTROM 6.6
Yard WOP	6.20	9.30AM	1.30AM			s **2.45**	s 10.00	s **4.25**	s 12.25		s 9.55		140.8	DNR	**MARYSVILLE** 1.0
Yard PIYF	6.25	9.35				2.50	10.03	**4.30**	12.28		10.00		141.8		**BINNEY JUNCTION** W. P. Ry. Crossing. 2.9
112	**6.45**	9.46				2.57	10.08	f **4.37**	f 12.35		f 10.07		144.7		BERG 3.0
43	7.00	10.00				3.03	10.13	f 4.44	f 12.42		f 10.15		147.7		LOMO 2.1
8 Spur							f	f	f		f		149.8		SUNSET 1.7
54 IP	7.18	**10.22**				f 3.12	f 10.18	s 4.53	s **12.50**		s **10.22**		151.5	D	LIVE OAK N. E. Ry. Crossing 4.4
5 Spur											f		155.9		FAGAN 2.1
120	7.50	11.15				s 3.27	s 10.28	s 5.08	s 1.07		s 10.35		158.0	DN	GRIDLEY 3.4
49 W	8.10	**11.45AM**				s 3.35	s 10.34	s **5.16**	s 1.14		s 10.42		161.4	D	BIGGS 2.7
5 Spur											f		164.1		RICETON 3.3
49		**12.20PM**				f 3.48	f 10.46	s 5.30	s 1.24		s **10.58**		167.4		RICHVALE 4.1
119	9.00	12.48				4.00	f 10.56	s 5.39	s 1.32		f 11.10		171.5		NELSON 6.6
49	9.33	**1.45**				s 4.16	f 11.08	s 5.55	s **1.45**		s 11.28		178.1	D	DURHAM 3.8
9 Spur								f	f		f		181.9		FAULKNER 2.3 N.E. Ry. Crossing
Yard OYWF	10.05	3.20				s 4.30	s 11.20PM	s 6.08	s 2.05		s **11.45**		184.2	DN	**CHICO** 4.9
7 Spur						4.42		6.20	2.15		f 11.55		189.1		GIMBAL 2.2
29		3.50				4.48		f 6.25	s 2.20		f 11.59AM		191.3		NORD 2.3
112	10.50	4.03				4.53		f 6.30	f **2.25**		f 12.03PM		193.6		ANITA 2.4
20						5.00		f 6.37	f 2.30		f 12.07		196.0		CANA 2.6
8 Spur						5.07		f 6.43	f 2.35		f 12.12		198.6		SOTO 4.4
49 W	**11.49PM**	4.45				s 5.18		s 6.51	s **2.42**		s 12.22		203.0	D	VINA 1.6
15		4.51				5.22		6.54	2.50		f 12.25		204.6		COPELAND 2.5
12 Spur								f	f		f		207.1		ENSIGN 0.9
8 Spur								f	f		f		208.0		BOHEMIA 1.7
48	12.05AM	5.12				s 5.34		s 7.05	s 3.05		s 12.36		209.7	D	LOS MOLINOS 2.0
120 PWY	12.20	5.20		3.35AM	**11.25PM**	s 5.40		s 7.10	s 3.15	**2.10PM**	s 12.40	5.15AM	211.7	Auto. Block DR	TEHAMA 2.1
Term Yard FOPWY	12.35AM	5.30PM		3.45AM	s 11.30PM	s 5.45AM		s 7.15PM	s 3.25PM	s 2.15PM	s 12.45AM	5.20AM	213.8	Auto. Block DNR	**GERBER**
	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	**Arrive Daily**			(107.2)
Marysville Yard—See trains on page 10	(9.35) 11.20	(8.00) 9.41	(3.00) 11.44	(0.10) 12.60	(0.05) 25.20	(4.40) 22.98	(2.10) 35.81	(4.22) 24.55	(4.00) 22.62	(0.05) 25.20	(4.08) 25.92	(0.05) 25.20			........Time over District ....Average speed per hour

Time at Tehama applies at Junction Switch.

ADDITIONAL STOPS ON SIGNAL.
- No. 16 at any station to receive passengers for Portland and points beyond.
- No 28 Macrae, Brock, Hess, Sativa. Vecino and Second Street, Tehama.

Westward trains are superior to trains of the same class in the opposite direction. See Rule 72.

Additional Stations: Andora Spur Mile Post 107.9:—Macrae 110.2; Brock 122.6; Jester Spur 125.4; Hess 131.0; Rupert Spur 138.9; Sativa 165.2; Vecino 186.6.

TOWARD SAN FRANCISCO.

Westward.

	Time Table No. 108 June 2, 1918	Distance from Gerber	FIRST CLASS								SECOND CLASS	THIRD CLASS	FOURTH CLASS		
			53	29	47	21	15	27	43	13		221	227	223	229
			Oregonian	Davis Sacramento Passenger	El Dorado	The Statesman	California Express	Sacramento Passenger	Sacramento San Fran'co Passenger	San Francisco Express		Portland Fast Freight	Way Freight	Way Freight	Way Freight
	STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday
	SACRAMENTO	125.0			8.05AM	3.00PM		6.35PM		4.30AM					
DN	ROSEVILLE 6.2	107.2			s 7.32AM	s 2.23PM		s 6.00PM		s 3.50AM		10.00PM			6.15AM
	WHITNEY 4.2	101.0			f 7.23	f 2.10		f 5.47		3.27		9.38			5.45
DN	LINCOLN 1.3	96.8			s 7.17	s 2.01		s 5.38		3.15		9.21			5.15
	CLAYTON 2.7	95.5						f							
	EWING 3.8	92.8			7.10	f 1.52		f 5.30		3.03		8.45			4.25
	SHERIDAN 3.3	89.0			f 7.05	s 1.44		f 5.22		2.52					4.05
D	WHEATLAND 6.1	85.7			s 7.00	s 1.38		s 5.15		2.42		8.20			3.45
	OSTROM 6.6	79.6			f 6.50	f 1.27		f 5.00		2.25		7.50			3.05
DNR	MARYSVILLE 1.0	73.0			s 6.40	s 1.15		s 4.45		s 2.10		7.15	1.45PM		2.45AM
	BINNEY JUNCTION W. P. Ry. Crossing 2.9	72.0			6.35	1.08		4.42		2.00		7.00	1.40		
	BERG 3.0	69.1			f 6.31	f 1.04		f 4.37		1.57		6.45	1.25		
	LOMO 2.1	66.1			f 6.26	f12.58		f 4.31		1.47			1.10		
	SUNSET 1.7	64.0			f	f		f							
D	LIVE OAK N. E. Ry. Crossing 4.4	62.3			s 6.20	s12.50		s 4.24		f 1.38		6.10	12.50		
	FAGAN 2.1	57.9						f							
DN	GRIDLEY 3.4	55.8			s 6.11	s12.39		s 4.12		s 1.24		5.45	12.05PM		
D	BIGGS 2.7	52.4			s 6.05	s12.32		s 4.05		f 1.16		5.16	11.45AM		
	RICETON 3.3	49.7						f							
	RICHVALE 4.1	46.4			f 5.54	s12.20		f 3.53		1.03			10.58		
	NELSON 6.6	42.3			f 5.45	s12.10PM		f 3.45		12.54		4.25	10.25		
D	DURHAM 3.8	35.7			f 5.33	s11.57AM		s 3.32		f12.39		3.50	9.30		
	FAULKNER 2.3	31.9						f							
DN	N. E. Ry. Crossing CHICO 4.9	29.6			5.25AM	s11.45		s 3.20		s12.26		3.20	8.45		
	GIMBAL 2.2	24.7				11.34		f 3.11		12.15					
	NORD 2.3	22.5				s11.29		f 3.07		12.10			8.15		
	ANITA 2.4	20.2				f11.23		f 3.02		12.05		2.25	8.00		
	CANA 2.6	17.8				f11.17		f 2.57		12.01AM			7.50		
	SOTO 4.4	15.2				f11.10		f 2.52							
D	VINA 1.6	10.8				s11.01		s 2.42		f 11.49PM		1.45	7.30		
	COPELAND 2.5	9.2				10.57		f 2.35		11.45			7.20		
	ENSIGN 0.9	6.7				f		f							
	BOHEMIA 1.7	5.8				f		f							
D	LOS MOLINOS 2.0	4.1				s10.48		s 2.20		f11.32		1.18	7.00		
Auto. Block DR	TEHAMA 2.1	2.1	4.05AM	s 6.35AM		s10.43	s11.35AM	s 2.10	s 3 40PM	s11.25		1.10	6.50	7.00AM	
Auto. Block DNR	GERBER	0.0	4.00AM	6.30AM		10.35AM	11.30AM	2.05PM	3.35PM	11.20PM		1.00PM	6.40AM	6.50AM	
	(107.2)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday
	Time over District Average speed per hour		(0.05) 25.20	(0.05) 25.20	(2.07) 36.66	(3.48) 28.21	(0.05) 25.20	(3.35) 29.91	(0.05) 25.20	(4.30) 23.82		(9.00) 11.92	(7.15) 10.06	(0.10) 12.60	(3.30) 12.07

Westward trains are superior to trains of the same class in the opposite direction. See Rule 72.

Marysville Yard see page 10.

ADDITIONAL STOPS ON SIGNAL
- No. 13 Any station To discharge passengers from Portland or points beyond.
- No. 27 Second Street, Tehama, Vecino, Sativa, Hess, Brock and Macrae

Time at Tehama applies at Junction Switch.

Additional Stations: Andora Spur Mile Post 107.9:—Macrae 110.2; Brock 122.6; Jester Spur 125.4; Hess 131.0; Rupert Spur 138.9; Sativa 165.2; Vecino 186.6.

Eastward.

FROM SAN FRANCISCO

Length of sidings in cars, and location of Scales, Fuel, Water, Turning Stations and Interlocking Plants.	THIRD CLASS			SECOND CLASS			FIRST CLASS			Distance from San Francisco		Time Table No. 108 June 2, 1918
	226 Way Freight	232 Knights Landing Way Freight	224 Way Freight	268 Hamilton Mixed	542 Oroville MOTOR	536 Oroville MOTOR	44 Gerber Passenger	30 Gerber Passenger	54 Oregonian			
	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			**STATIONS**
WFTYOP	6.00AM	3.00AM			5.45PM	7.10AM	7.00PM Use Western Division Time Table	9.30AM Sacramento	to Davis.	88.3		**SACRAMENTO** 13.2
Terminal Yard WYP	7.00AM	3.40AM			6.30PM	7.40AM	7.55PM	10.15AM	1.50AM	75.6	DNR	**DAVIS** 5.1
49	7.23	3.50			f 6.40	f 7.50	f 8.05	f 10.24	2.01	80.7		MERRITT 2.5
20	7.35	3.55			f 6.45	f 7.55	f 8.09	f 10.28	2.06	83.2		MULLEN 1.7
68 TPW	7.45 8.10	4.00AM			s 6.50PM	s 8.00AM	s 8.15	s 10.35	2.10	84.9	DNR	**WOODLAND** Sacramento Woodland Ry. Crossing 4.3
30 Spur							f	f		89.2		ELVATON 0.7
30	8.25						s 8.25	s 10.45	2.20	89.9	D	YOLO 2.2
14 Spur							f	f		92.1		DUFOUR 1.6
6 Spur							f	f		93.7		RONDA 2.1
43	8.45						s 8.37	s 10.57	2.30	95.8	D	ZAMORA 2.2
20	9.00						f 8.41	f 11.02	2.34	98.0		BRETONA 5.2
38 WP	9.37						s 8.51	s 11.12	2.44	103.2	D	DUNNIGAN 3.2
43	9.47						f 8.57	f 11.19	2.50	106.4		HERSHEY 1.9
237 YP	9.55						f 9.01	f 11.23	2.55	108.3		**HARRINGTON** 5.2
49	10.17						s 9.10	s 11.35	3.05	113.5	D	ARBUCKLE 4.1
35 W	10.22						f 9.17	f 11.43	3.13	117.6		GENEVRA 0.9
15	10.26						f 9.19	f 11.45	3.15	118.5		MACY 5.7
57	11.05						s 9.28	s 11.55AM	3.25	124.2	D	WILLIAMS 4.9
49	11.30						f 9.37	f 12.07PM	3.34	129.1		CORTENA 3.9
50 W	11.45AM						s 9.44	s 12.17	3.42	133.0	D	MAXWELL 5.3
47	12.30PM						f 9.53	s 12.30	3.52	138.3		DELAVAN 3.8
40	1.10						f 9.58	s 12.37	3.58	142.1		NORMAN 2.2
36	1.25						f 10.03	f 12.43	4.03	144.3		LOGANDALE 5.6
64 WFY	2.00PM		1.00AM	8.00AM			s 10.15	s 12.55	4.15	149.9	DNR	**WILLOWS** 3.3
14			1.17	f 8.20			f 10.20	f 1.03	4.20	153.2		LYMAN 3.6
48			1.25	s 8.35			f 10.26	s 1.10	4.26	156.8	D	GERMANTOWN 3.9
62			1.40	f 8.55			f 10.33	f 1.18	4.32	160.7		GRAPIT 1.3
36			1.45	f 9.00			f 10.36	f 1.21	4.34	162.0		GREENWOOD 3.4
45 PW			2.00	s 9.15			s 10.42	s 1.28	4.40	165.4	Automatic Block DR	ORLAND 1.6
42 PY			2.05	s 9.25AM			f 10.45	f 1.32	4.44	167.0		WYO 2.0
16			2.15				f 10.49	f 1.35	4.48	169.0		MALTON 4.4
30			2.35				f 10.57	s 1.44	4.55	173.4		KIRKWOOD 5.1
51			3.00				s 11.10	s 1.55	5.03	178.5	D	CORNING 3.1
49			3.15				f 11.16	s 2.02	5.08	181.6		RICHFIELD 4.7
120 WYP			3.35AM				s 11.25PM	s 2.10PM	5.15AM	186.3	DR	**TEHAMA**
	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(110.7)
	(7.00)	(0.20)	(2.35)	(1.25)	(0.20	(0.20)	(3.30)	(3.55)	(3.25)			....................Time over District
	10.60	27.90	14.56	12.11	27.90	27.20	31.63	28.38	32.40			....................Average speed per hour

Westward trains are superior to trains of the same class in the opposite direction. See Rule 72.

ADDITIONAL STOPS ON SIGNAL. No. 54 Woodland, Arbuckle, Williams, Willows, Orland and Corning to receive passengers for Portland and points beyond.
No. 44 Coyle.

Time at Tehama applies at Junction Switch.

ADDITIONAL STATIONS:—Coyle, 109.2.

TOWARD SAN FRANCISCO

	Time Table No. 108 June 2, 1918	Distance from Tehama	FIRST CLASS				SECOND CLASS			THIRD CLASS	FOURTH CLASS	
			53	29	15	43	541	539	269	225	223	233
			Oregonian	Davis Sacramento Passenger	California Express	Sacramento San Francisco Passenger	Sacramento MOTOR	Sacramento MOTOR	Willows Mixed	Way Freight	Way Freight	Knights Landing Way Freight
	STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Except Sunday	Arrive Daily Ex. Monday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday
	SACRAMENTO 13.2	123.9	9.05AM Use Western Division Time Table Davis to Sacramento	11.10AM	3.50PM	8.15PM	9.05AM	7.30PM		1.45PM		2.20PM
DNR	**DAVIS** 5.1	110.7	s 7.35AM	s 10.40AM	s 3.15PM	s 7.20PM	s 8.30AM	s 6.50PM		12.30PM		1.00PM
	MERRITT 2.5	105.6	7.23	f 10.24	3.04	f 7.08	f 8.20	f 6.40		12.15PM		12.42
	MULLEN 1.7	103.1	7.15	f 10.19	2.59	f 7.00	f 8.14	f 6.30				12.35
DNR	**WOODLAND** Sacramento Woodland Ry. Crossing. 4.3	101.4	7.10	s 10.15	s 2.55	s 6.55	8.10AM	6.25PM		11.55AM		12.30PM
	ELVATON 0.7	97.1		f		f						
D	YOLO 2.2	96.4	7.00	s 10.05	2.46	s 6.45				11.30		
	DUFOUR 1.6	94.2		f		f						
	RONDA 2.1	92.6		f		f						
D	ZAMORA 2.2	90.5	6.48	s 9.53	2.37	s 6.33				10.57		
	BRETONA 5.2	88.3	6.44	f 9.48	2.33	f 6.28				10.30		
D	DUNNIGAN 3.2	83.1	6.35	s 9.37	2.24	s 6.17				10.10		
	HERSHEY 1.9	79.9	6.28	f 9.31	2.18	f 6.10				10.05		
	HARRINGTON 5.2	78.0	6.25	f 9.27	2.14	f 6.06				9.55 9.27		
D	ARBUCKLE 4.1	72.8	6.15	s 9.16	s 2.05	s 5.55				8.40		
	GENEVRA 0.9	68.7	6.08	f 9.07	1.58	f 5.42				8.25		
	MACY 5.7	67.8	6.06	f 9.05	1.56	f 5.40				8.20		
D	WILLIAMS 4.9	62.1	5.56	s 8.53	s 1.45	s 5.30				8.00		
	CORTENA 3.9	57.2	5.47	f 8.43	1.36	f 5.22				7.40		
D	MAXWELL 5.3	53.3	5.40	s 8.35	f 1.28	s 5.15				7.20		
	DELAVAN 3.8	48.0	5.31	f 8.23	1.17	f 5.06				6.50		
	NORMAN 2.2	44.2	5.24	f 8.15	f 1.10	f 4.59				6.11		
	LOGANDALE 5.6	42.0	5.18	f 8.10	1.05	f 4.55				5.50		
DNR	**WILLOWS** 3.3	36.4	5.09	s 8.00	s 12.55	s 4.45			s 12.45PM	5.30AM	9.35AM	
	LYMAN 3.6	33.1	5.03	f 7.52	12.48	f 4.38			f 12.35		9.25	
D	GERMANTOWN 3.9	29.5	4.56	s 7.44	12.40	s 4.32			f 12.25		9.10	
	GRAPIT 1.3	25.6	4.49	f 7.35	12.30	f 4.26			f 12.10		8.55	
	GREENWOOD 3.4	24.3	4.46	f 7.32	12.27	f 4.23			f 12.05PM		8.45	
Automatic Block DR	ORLAND 1.6	20.9	4.40	s 7.25	s 12.18	s 4.17			s 11.50AM		8.18	
	WYO 2.0	19.3	4.36	f 7.19	12.13	f 4.14			11.45AM		8.10	
	MALTON 4.4	17.3	4.33	f 7.15	12.10	f 4.11					7.55	
	KIRKWOOD 5.1	12.9	4.26	f 7.05	12.02PM	f 4.03					7.42	
D	CORNING 3.1	7.8	4.18	s 6.54	s 11.51AM	s 3.54					7.25	
	RICHFIELD 4.7	4.7	4.13	f 6.46	11.45	f 3.48					7.15	
DR	**TEHAMA**	0.0	4.05AM	6.35AM	11.35AM	3.40PM					7.00AM	
	(110.7)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Monday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday
	Time over District....................		(3.30)	(4.00)	(3.40)	(3.40)	(0.22)	(0.20)	(1.00)	(6.55)	(2.50)	(0.30)
	Average speed per hour....................		31.62	27.68	30.19	30.19	25.66	27.90	17.11	10.72	12.84	18.62

Westward trains are superior to trains of the same class in the opposite direction. See Rule 72.

ADDITIONAL STOPS ON SIGNAL. No. 43—Coyle.
No. 15—Any Station to discharge passengers from Ashland and points beyond.

ADDITIONAL STATIONS:—Coyle, 109.2.

Time at Tehama applies at Junction Switch.

Length of sidings in cars, and location of Scales, Fuel, Water, Turning Stations and Inter-locking Plants.	THIRD CLASS		SECOND CLASS			Distance from San Francisco		Time Table No. 108 June 2, 1918	Distance from Oroville	SECOND CLASS			FOURTH CLASS	
	234	232	542	538	536					541	537	539	233	235
	Oroville Way Freight	Knights Landing Way Freight	Oroville MOTOR	Oroville MOTOR	Oroville MOTOR					Davis and Sacramento MOTOR	Marysville MOTOR	Davis and Sacramento MOTOR	Knights Landing Way Freight	Oroville Way Freight
	Lv. Tuesday, Thursday and Saturday only	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily			STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Ar. Tuesday, Thursday and Saturday only
68 TPW		5.00AM	6.55PM		8.10AM	84.9	DNR	**WOODLAND** 2.3	63.0	s 8.05AM		s 6.20PM	12.05PM	
16			f		f	87.2		GARIC 0.5	60.7	f		f		
23			f 7.05		f 8.18	87.7		PEART 1.7	60.2	f 7.59		f 6.08		
29 Spur			f		f	89.4		LAUGENOUR 0.7	58.5	f		f		
19			f 7.15		f 8.24	90.1		CURTIS 2.3	57.8	f 7.54		f 6.02		
4 Spur			f		f	92.4		CORANCO 1.6	55.5	f		f		
25 Spur		6.00	s 7.25		s 8.35	94.0	D	KNIGHTS LANDING 3.4	53.9	s 7.47		s 5.52	11.30AM	
2 Spur			f		f	97.4		BYPASS 7.8	50.5	f		f		
65			f 7.53		f 9.04	105.2		CHANDLER 2.3	42.7	f 7.22		f 5.30		
29			f		f 9.10	107.5		MARCUSE 2.0	40.4	f 7.17		f 5.22		
4 Spur			f		f	109.5		WILSON 1.9	38.4	f		f		
19 W		7.09	s 8.12		s 9.19	111.4		TUDOR 1.0	36.5	s 7.09		s 5.14		
8			f		f 9.21	112.4		ABBOTT 3.4	35.5	f 7.07		f 5.12		
31			f 8.22		f 9.28	115.8		OSWALD 1.9	32.1	f 7.00		f 5.05		
32			f 8.26		f 9.31	117.7		BOGUE 2.7	30.2	f 6.56		f 5.01		
19 I		8.15	s 8.35		s 9.36	120.4	D	YUBA CITY N. E. Ry. Crossing 1.4 W. P. Ry. Crossing	27.5	s 6.50		s 4.55	10.05	
Yard			s 8.40		s	121.8		E STREET, MARYSVILLE 0.6	26.1	s 6.45		s 4.50		
Yard WOP	9.00AM	8.30AM	8.50 s 10.00	1.30PM	s 9.45 9.55	122.4	DNR	**MARYSVILLE** 1.0	25.5	s 6.40	s 1.10PM	s 4.45 4.35	9.45AM	12.50PM
Yard IFYP			10.05	1.35	9.58	123.4 122.7		**BINNEY JUNCTION** 3.8	24.6 25.2	6.32	1.05	4.30		
3 Spur			f	f	f	126.5		MELLO 4.2	21.4	f	f	f		
19			f 10.18	f 1.47	f 10.11	130.6		RAMIREZ 1.1	17.2	f 6.20	f 12.54	f 4.12		
8 Spur			f	f	f	131.7		MISSION 3.3		f	f	f		
15 P	10.19		s 10.26	s 1.55	s 10.19	135.0		HONCUT 6.6	12.9	s 6.13	s 12.46	s 4.05		
14			f 10.37	f 2.08	f 10.30	141.6		HEARST 0.9	6.3	f 6.02	f 12.34	f 3.53		
35 P			s 10.39	s 2.10	s 10.32	142.5		PALERMO 2.5	5.4	s 6.00	s 12.32	s 3.51		
27			f 10.44	f 2.17	f 10.38	145.0		VILLA VERONA 2.9	2.9	f 5.55	f 12.27	f 3.46		
Yard WTP	11.00AM		s 10.50PM	s 2.25PM	s 10.45AM	147.9	DR	**OROVILLE**	0.0	5.50AM	12.20PM	3.40PM		11.30AM
	Ar. Tuesday, Thursday and Saturday only	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily			(63.0)		Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Lv. Tuesday, Thursday and Saturday only
	(2.00)	(3.30)	(3.25)	(0.55)	(2.35)			Time over District		(2.15)	(0.50)	(2.32)	(2.20)	(1.20)
	12.79	10.72	26.07	27.82	28.00			Average speed per hour		28.00	30.60	26.62	16.07	19.22

Westward trains are superior to trains of the same class in the opposite direction. See Rule 72.

Howard Spur leading from Peart to Howard 1.9 miles.

Marysville Yard—See trains on pages 6 and 7.

ADDITIONAL STOPS ON SIGNAL { Nos. 541, 542, 536 and 539, G Street, Marysville. Saccarus, Vernon, Coulter, Lee, Coxlane Baggett, and Messick.
Nos. 537 and 538, Coxlane and Baggett.

ADDITIONAL STATIONS:—Saccarus–Mile Post 89.7,–Vernon 98.7,–Coulter 101.8, Lee 102.7,–Messick 114.5, Coxlane 139.2,–Baggett 146.5.

Eastward. FROM SAN FRANCISCO. TOWARD SAN FRANCISCO. Westward.

Length of sidings in cars and location of Scales, Fuel, Water, Turning Stations and Interlocking Plants.	THIRD CLASS	SECOND CLASS	FIRST CLASS			Time Table No. 108 June 2, 1918		FIRST CLASS		THIRD CLASS
	264 Way Freight Leave Daily Ex. Sunday	520 Fair Oaks and Placerville MOTOR Leave Daily	62 Fair Oaks and Placerville Passenger Leave Daily	Distance from San Francisco		STATIONS	Distance from Placerville	61 Fair Oaks and Sacramento Passenger Arrive Daily	531 Fair Oaks and Sacramento MOTOR Arrive Daily	265 Way Freight Arrive Daily Ex. Sunday
WFTYOP	6.30AM	7.45AM	3.50PM	88.8	DNR	**SACRAMENTO** 0.5	59.9	s 10.05AM	s 5.15PM	1.50PM
				89.3		Sacramento-Woodland Ry. Crossing 0.3	59.4			
		7.50		89.6		JCT. SWITCH, R STREET 0.1	59.1			
				89.7		Northern Electric Crossing Western Pacific Crossing 0.5	59.0			
				90.2		Central California Traction Crossing 0.6	58.5			
I	Via Elvas		Via Elvas	90.8		Western Pacific Crossing 1.2	57.9			
I				92.0		Northern Electric Crossing 0.3	56.7	Via Elvas	Via Elvas	Via Elvas
Yard		f 7.57		92.3		HOMESTEAD 2.4	56.4			
89 WP	6.50	s 8.05	s 4.05	94.7	DNR	**BRIGHTON** S. P. Crossing. 0.8	54.0	s 9.50	s 5.00	1.25
7 Spur		f	f	95.5		RAMONA 0.4	53.2		f	
29	6.55	f 8.08	s 4.08	95.9		PERKINS 1.6	52.8	s 9.46	f 4.56	1.15
9		f	f	97.5		MANLOVE 1.4	51.2	f	f	
81	7.05	f 8.16	s 4.13	98.9		MAYHEW 1.8	49.8	s 9.40	f 4.50	12.50
8		f	f	100.7		ROUTIER 0.9	48.0	f	f	
22	7.20	s 8.22	s 4.18	101.6	DR	MILLS 1.8	47.1	s 9.35	s 4.45	12.35
35	7.30	f 8.28	f 4.21	103.4		CORDOVA 1.0	45.3	f 9.32	f 4.41	12.20
35	7.35 8.20	s 8.32 8.50	s **4.25**	104.4	R	**CITRUS** 3.0	44.3	s 9.30 9.17	4.38 s **4.25**	12.15PM 11.20AM
18	8.32	f 9.00	f 4.38	107.4		NIMBUS 0.9	41.3	f 9.10	f 4.18	11.05
31		f	f	108.3		ALDER CREEK 1.8	40.4	f	f	
25	8.40	f **9.05**	f 4.42	110.1		NATOMA 1.0	38.6	f **9.05**	f 4.13	10.52
25 WY	8.50 10.45	s **9.10**	s 4.50	111.1	DR	**FOLSOM** 6.9	37.6	s **9.00**	s 4.10	**10.45**
9	11.08	f 9.29	f 5.07	118.0		WHITE ROCK 5.1	30.7	f 8.47	f 3.52	10.15
9 Spur	11.25	f 9.42	f 5.21	123.1		COTHRIN 3.0	25.6	f 8.35	f 3.40	10.00
15	11.40	s **9.50**	s 5.30	126.1	D	LATROBE 1.5	22.6	s 8.28	s 3.33	**9.50**
4 Spur		f	f	127.6		FLONELLIS 0.2	21.1	f	f	
3 Spur				127.8		SWIFT 0.3	20.9			
9 Spur	11.50	f 9.55	f 5.37	128.1		BRELA 1.7	20.6	f 8.22	f 3.27	9.25
6 Spur	11.59AM	f 10.00	f 5.41	129.8		BRANDON 1.6	18.9	f 8.18	f 3.23	9.20
6	12.05PM	f 10.04	f 5.45	131.4		DUGAN 0.3	17.3	f 8.14	f 3.19	9.15
[illegible] Spur		f	f	131.7		BULLARD 1.8	17.0	f	f	
7 Spur		f	f	133.5		LIMESTONE 0.5	15.2	f	f	
2 Spur	12.15	f 10.10	f 5.52	134.0		BENNETT 2.9	14.7	f 8.07	f 3.12	9.00
27	12.35	s 10.18	s 6.02	136.9		SHINGLE SPRINGS 3.5	11.8	s 8.00	s 3.05	8.40
6 Spur	12.50	f 10.26	f 6.11	140.4		CUMMINGS 2.3	8.3	f 7.52	f 2.57	8.20
32	1.00	s 10.34	s 6.17	142.7		EL DORADO 2.3	6.0	s 7.46	s 2.51	8.02
23	1.15	s 10.40	s 6.25	145.0	D	**DIAMOND SPRINGS** 2.7	3.7	s **7.40**	s 2.45	**7.40**
6 Spur				147.7		APEX 1.0	1.0			
Yard WT	1.30PM	s 10.50AM	s 6.35PM	148.7	DR	**PLACERVILLE**	0.0	7.30AM	2.35PM	7.10AM
	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily			(59.9)		Leave Daily	Leave Daily	Leave Daily Ex. Sunday
	(7.00) 12.19	(3.05) 22.05	(2.45) 21.78			Time over District Average speed per hour		(2.35 25.36	(2.40) 24.45	(7.05) 9.98

Westward trains are superior to trains of the same class in the opposite direction—See Rule 72.

For Fair Oaks Branch trains, see page 12.

For trains of the Sacramento-Walnut Grove line, Sacramento and Junction Switch R Street, see page 12. Water—One mile east of Dugan.

ADDITIONAL STATIONS:—Winery,—Mile Post 91.3,—East Lawn 93.0,—Brown 97.0,—Alden 98.0,—Bradshaw 99.8,—Boyd 100.3,—Soudan 103.7,—Salsbury 105.2,—Carpenter 114.5,—Maltby 119.4,—Harvey 121.7

ADDITIONAL STOPS ON SIGNAL.
- All trains Soudan, Maltby, Harvey, Bradshaw, Salsbury, Alden and Carpenter.
- No. 520, Third, Tenth, Twenty-first and Twenty-eight Streets, Sacramento and East Lawn.
- Nos. 531 and 520 Boyd.

Eastward. FROM SAN FRANCISCO — TOWARD SAN FRANCISCO. Westward.

Length of sidings in cars, and location of Scales, Fuel, Water, Turning Stations and Interlocking Plants.		THIRD CLASS		FIRST CLASS			Distance from San Francisco		Time Table No. 108 June 2, 1918	Distance from Fair Oaks	FIRST CLASS			SECOND CLASS	FOURTH CLASS	
		272	270	512	66	504					503	67	511		271	273
		Way Freight	Way Freight	Fair Oaks MOTOR	Fair Oaks Passenger	Fair Oaks MOTOR					Fair Oaks MOTOR	Fair Oaks Passenger	Fair Oaks MOTOR		Way Freight	Way Freight
		Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily			STATIONS		Arrive Daily	Arrive Daily	Arrive Daily		Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday
35	P	11.20AM	7.40AM	4.25PM	9.17AM	8.32AM	104.4	R	CITRUS 1.0	1.9	s 8.50AM	s 9.30AM	s 4.38PM		8.20AM	12.15PM
10 Spur				f	f	f	105.4		HOLLY 0.9	0.9	f	f	f			
15	PT	11.30AM	7.45AM	s 4.30PM	s 9.22AM	s 8.37AM	106.3	DR	FAIR OAKS	0.0	8.45AM	9.25AM	4.33PM		8.10AM	12.05PM
		Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily			(1.9)		Leave Daily	Leave Daily	Leave Daily		Leave Daily Ex. Sunday	Leave Daily Ex. Sunday
		(0.05) 22.80	(0.05) 22.80	(0.05) 22.80	(0.05) 22.80	(0.05) 22.80			........Time over District........ ....Average speed per hour........		(0.05) 22.80	(0.05) 22.80	(0.05) 22.80		(0.10) 11.40	(0.10) 11.40

Eastward. From San Francisco. — Toward San Francisco. Westward.

Length of sidings in cars, and location of Scales, Fuel, Water, Turning Stations and Interlocking Plants.		THIRD CLASS	FIRST CLASS	Distance from San Francisco		Time Table No. 108 June 2, 1918	Distance from Fruto	SECOND CLASS	FOURTH CLASS
			266					267	
			Fruto Mixed					Willows Mixed	
			Leave Daily Except Sunday			STATIONS		Arrive Daily Except Sunday	
64	WFY		1.50PM	149.9	DNR	WILLOWS 2.4	17.0	s 4.00PM	
7	Spur		f	152.3		LOSA 3.5	14.6	f	
20			f 2.10	155.8		KURAND 3.8	11.1	f 3.42	
10			f 2.22	159.6		MILLSHOLM 4.0	7.3	f 3.30	
9			f 2.37	163.6		ATHENA 3.3	3.3	f 3.15	
19	T		s 2.50PM	166.9	R	FRUTO	0.0	3.00PM	
			Arrive Daily Except Sunday			(17.0)		Leave Daily Except Sunday	
			(1.00) 17.00			........Time over District........ ....Average speed per hour........		(1.00) 17.00	

Eastward. From San Francisco. — Toward San Francisco. Westward.

Length of sidings in cars, and location of Scales, Fuel, Water, Turning Stations and Interlocking Plants.		THIRD CLASS	FIRST CLASS	Distance from San Francisco		Time Table No. 108 June 2, 1918	Distance from Hamilton	SECOND CLASS	FOURTH CLASS
			268					269	
			Hamilton Mixed					Willows Mixed	
			Leave Daily Except Sunday			STATIONS		Arrive Daily Except Sunday	
42	PY		9.25AM	167.0		WYO 10.4	10.4	s 11.30AM	
30	W		s 9.55AM	177.4	DR	HAMILTON	0.0	11.00AM	
			Arrive Daily Except Sunday			(10.4)		Leave Daily Except Sunday	
			(0.30) 18.29			........Time over District........ ....Average speed per hour........		(0.30) 18.29	

ADDITIONAL STATIONS: Cory Mile Post 168.8; Moda 172.2.

Eastward. FROM SAN FRANCISCO. — TOWARD SAN FRANCISCO. Westward.

Length of sidings in cars, and location of Scales, Fuel, Water, Turning Stations and Interlocking Plants.		THIRD CLASS	FIRST CLASS		Distance from San Francisco		Time Table No. 108 June 2, 1918	Distance from Walnut Grove	SECOND CLASS		FOURTH CLASS
		238	534	532					533	535	239
		Way Freight	Walnut Grove MOTOR	Walnut Grove MOTOR					Sacramento MOTOR	Sacramento MOTOR	Way Freight
		Leave Tues. and Friday Only	Leave Daily	Leave Daily			STATIONS		Arrive Daily	Arrive Daily	Arrive Tues. and Friday Only
Terminal Yard W.F.T.Y.O.P.		4.30PM	4.15PM	7.30AM	88.8	DNR	SACRAMENTO 0.5	24.6	s 10.00AM	s 6.45PM	9.30PM
Yard					89.3		Sacramento, Woodland Railway Crossing 0.3	24.1			
Yard	P	4.40	4.20	7.35	89.6		JCT. SWITCH R STREET 2.2	23.8	9.53	6.35	9.10
Yard		4.45	f 4.25	f 7.40	91.8		BATHS 2.4	21.6	f 9.48	f 6.30	9.05
60		4.50	f 4.30	f 7.45	94.2		DEL RIO 3.3	19.2	f 9.43	f 6.25	9.00
60		5.00	s 4.37	s 7.52	97.5		FREEPORT 7.8	15.9	s 9.33	s 6.16	8.50
66	P	5.57	s 4.55	s 8.10	105.3		HOOD 4.0	9.5	s 9.13	s 5.57	8.30
55		6.30	f 5.10	f 8.25	107.9		GLANN 3.3	5.5	f 9.01	f 5.46	7.50
No Siding		6.40	f 5.15	f 8.30	111.2		MOFUBA 2.2	2.2	f 8.55	f 5.40	7.40
61	PWY	6.50PM	s 5.20PM	s 8.35AM	113.4	DR	WALNUT GROVE	0.0	8.45AM	5.30PM	7.30PM
		Arrive Tues. and Friday Only	Arrive Daily	Arrive Daily			(24.6)		Leave Daily	Leave Daily	Leave Tues. and Friday Only
		(2.20) 10.54	(1.05) 22.70	(1.05) 22.70			........Time over District........ ....Average speed per hour........		(1.15) 19.68	(1.15) 19.68	(2.00) 12.30

For Sacramento-Placerville trains via R Street, see page 11.

Time at Walnut Grove applies at Station building.

Telephone at Junction Switch R Street—Walnut Grove trains using main track from R Street to Sacramento passenger station will ask for instructions from Dispatcher regarding overdue first class trains.

Westward trains are superior to trains of the same class in opposite direction. See Rule 72.

ADDITIONAL STOPS ON SIGNAL. {All schedule trains at Front and M Streets, Pocket, Content, Cronin, Mosher, Acacia, Locke, Rosebud and Walnut Grove Wharf.

ADDITIONAL STATIONS: Charles Mile Post 93.0; Pocket 96.4; Content 98.9; Cronin 100.1; Mosher 100.9; Acacia 102.6; Rosebud 103.3; Locke and Walnut Grove Wharf 112.6.

SACRAMENTO YARD—INBOUND, VIA ELVAS.

Trains moving from Brighton to Elvas are Eastward, and Elvas to Sacramento Westward.

	Time Table No. 108 June 2, 1918		Distance from Brighton	5	13	210	256	47	9	33	61	19	254	122	1	265	286	32	21	209	531	27	124	221	38
				San Francisco Passenger	San Francisco Express	The Newsboy	Sunset Manifest	El Dorado	Fast Mail	Sacramento Passenger	**Sacramento Passenger**	Pacific Limited	Ogden Manifest	**Sacramento** Passenger	Overland Limited	**Way Freight**	Way Freight	Sacramento Express	**The Statesman**	San Francisco Passenger	Sacramento **MOTOR**	Sacramento Passenger	Sacramento **Passenger**	Portland Fast Freight	**Stockton Sacramento Passenger**
	STATIONS			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Ar. Daily Except Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
Automatic Block	DNR **SAC.** PASS. STA. 1.0	Double Track	6.0	4.00AM	4.30AM	7.00AM		8.05AM	9.00AM	9.15AM	10.05AM	10.25AM		12.20PM	1.25PM			2.35PM	3.00PM	3.20PM	5.15PM	6.35PM	6.50PM		9.55PM
	12TH STREET 2.0		5.0													1.50PM	2.25PM							6.00PM	
	ELVAS 3.0		3.0	3.50AM	4.20AM	6.50	8.30AM	7.55AM	8.50AM	9.05AM	9.55	10.10AM	11.10AM	12.10	1.15PM	1.35	2.15	2.25	2.50PM	3.10PM	5.05	6.25PM	6.40	5.45PM	9.45
	DNR **BRIGHTON**		0.0			6.42AM	7.50AM				9.50AM		10.25AM	12.01PM		1.25PM	2.05PM	2.16PM			4.50PM		6.32PM		9.37PM
	(6.0)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Lv. Daily Except Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily

SACRAMENTO YARD—OUTBOUND, VIA ELVAS.

Trains moving from Sacramento to Elvas are Eastward and Elvas to Brighton Westward.

	Time Table No. 108 June 2, 1918		Distance from San Francisco	16	257	264	222	285	210	28	253	181	22	2	37	14	62	34	20	121	223	48	6
				Oregon Express	Sunset Manifest	**Way Freight**	Portland Fast Freight	Way Freight	Sparks Passenger	Sacramento Gerber Passenger	Ogden Manifest	Stockton San Francisco Passenger	Dunsmuir Passenger	Overland Limited	**Stockton Passenger**	Portland Express	**Placerville Passenger**	**Colfax Passenger**	Pacific Limited	**Stockton Passenger**	Tracy Freight	El Dorado	Atlantic Express
	STATIONS			Leave Daily	Leave Daily	Lv. Daily Except Sunday	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
Automatic Block	DNR **SAC.** PASS. STA. 1.0	Double Track	88.8	12.30AM					7.30AM	8.00AM		9.40AM	10.50AM	1.25PM	2.05PM	2.15PM	3.50PM	3.45PM	4.50PM	5.10PM		8.30PM	10.25PM
	12TH STREET 2.0		89.8			6.30AM	8.30AM	7.25AM													7.30PM		
	ELVAS 3.0		91.8	12.40AM	1.00AM	6.40	8.45AM	7.35	7.40AM	8.10AM	8.35AM	9.50	11.00AM	1.35PM	2.15	2.25PM	4.00	3.55PM	5.00PM	5.20	7.40	8.40PM	10.35PM
	DNR **BRIGHTON**		94.8		1.25AM	6.50AM		7.50AM			8.45AM	9.55AM			2.20PM		4.05PM			5.25PM	7.55PM		
	(6.0)			Arrive Daily	Arrive Daily	Ar. Daily Except Sunday	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily

For trains running via R Street, see pages 11 and 12.

Eastward. FROM SAN FRANCISCO — TOWARD SAN FRANCISCO Westward.

Length of sidings in cars and location of Scales, Fuel, Water, Turning Stations and Interlocking Plants.	FIRST CLASS	Distance from San Francisco		Time Table No. 108 June 2, 1918	Distance from Stirling City	SECOND CLASS
	600 Mixed					601 Mixed
	Leave Daily Ex. Sunday			**STATIONS**		Arrive Daily Ex. Sunday
Yard FYOW	7.00AM	184.2	DN	**CHICO** 2.4	31.2	s 2.40PM
No Siding	f	186.6		**N. E. Crossing** 1.7	28.8	f
No Siding	f	188.3		BUTTE CREEK 1.0	27.1	f
		189.3		DREDGE 3.3	26.1	
18	f	192.6		CROUCH 4.0	22.8	s
No Siding	f	196.6		OAKDALE FARMS 1.6	18.8	f
21 W	s 8.05	198.2		PARADISE 1.4	17.2	s 1.27
2 Spur	f	199.6		OSTRANDER 0.6	15.8	f
2 Spur	f	200.2		WAGSTAFF 2.0	15.2	f
3 Spur	f	202.2		OPTIMO 1.0	13.2	f
12	s 8.40	203.2		MAGALIA 0.7	12.2	s 12.53
7 Spur	f	203.9		MARTIN 2.3	11.5	f
3	s 9.00	206.2		APPLETON 0.9	9.2	s 12.35
7 Spur	f	207.1		LUCE 2.9	8.3	f
10 (Spur) W	s 9.18	210.0		DOON 5.4	5.4	s 12.15PM
Yard Y	s 9.45AM	215.4	DR	**STIRLING CITY**	0.0	11.45AM
	Arrive Daily Ex. Sunday			(31.2)		Leave Daily Ex. Sunday
	(2.45)			Time over District		(2.55)
	11.34			Average speed per hour		10.69

Westward trains are superior to trains of the same class in the opposite direction—See Rule 72.

Emergency water supply, Stirling City. For main line trains see pages 6 and 7.

ADDITIONAL STOPS ON SIGNAL: Barber (Chico yard). Mile Post. 185.1—

SPECIAL INSTRUCTIONS.

"SAFETY FIRST"

EXTRA TRAINS MAY PASS OR RUN AHEAD OF THIRD AND FOURTH CLASS TRAINS AND FOURTH CLASS TRAINS AHEAD OF THIRD CLASS TRAINS WITHOUT AN ORDER TO DO SO.

STANDARD CLOCKS.

Sacramento, Telegraph Office, Twelfth Street, and Roundhouse.
Roseville, Yard Office and Roundhouse.
Colfax. Sparks. Willows. Oroville.
Blue Canon. Gerber. Placerville. Marysville.
Truckee. Chico.

WATCH INSPECTORS.

H. T. Harger, Sacramento. P. Engle, Marysville.
H. T. Harger, Roseville. W. Dupen, Chico.
O. C. Gammon, Sparks. Mrs. J. H. Hoever, Willows.
O. W. Halstead, Oroville. F. A. Barss, Placerville.

BULLETIN BOARDS.

Sacramento, Telegraph Office, Yard Office and Twelfth Street.
Roseville, Yard Office. Sparks. Marysville.
Colfax. Chico. Willows.
Blue Canon. Gerber. And Roundhouses.
Summit
Truckee.

1 REGISTERING.

Nos. 53 and 54 register by ticket at Willows, Orland and Tehama.

(a) Trains originating and terminating 12th Street at Sacramento, also eastward freight trains from Western Division, will register at 12th Street, Sacramento.

Freight trains register Roseville yard office.

First and second class trains register by ticket at Roseville yard office.

First class trains of the Roseville-Gerber line register at Roseville Passenger Station.

(b) Trains originating and terminating at Chico will register at that station. All trains register at Folsom Junction switch.

(c) At registering stations on single track, or at the end of double track when passing from single to double track, where trains are permitted to register by registering ticket as per Rule 83-B, conductors and telegraphers, or telephone operators, must comply with Rule 96, the same as at non-registering stations.

2 CLEARANCES.

Rule 83-A will not apply at initial stations which are not telegraph stations, nor at telegraph stations except when operator is on duty.

(a) All trains will obtain Clearance Card (Form 2643) at Marysville, Colfax, Blue Canon, Truckee and Folsom when operator is on duty.

(b) Freight trains and light engines, originating Sacramento, Twelfth Street, via Elvas-Brighton, proceed to Brighton without obtaining clearance card. Freight trains and light engines between Roseville and Sacramento, and freight trains and light engines to and from Western Division will obtain their clearance and orders at Telegraph Office, Sacramento.

3 USE OF "19" FORM TRAIN ORDER FOR RESTRICTING TRAINS WITHIN AUTOMATIC BLOCK SIGNAL LIMITS.

Within automatic block signal limits, the note under Rule 211 is modified as follows:

(a) Form "19" train order may be issued to restrict the superiority of a train, except that Form "31" must be used:

(1) When orders are delivered at a non-telegraph or closed telegraph station. (See Rule 217.)
(2) When necessary to restrict a train which has been cleared or the engine of which has passed train order signal. (See Rule 219.)
(3) When issuing an order Form "G," Example 3.
(4) When giving a train right over all trains.
(5) When reducing a time order where necessary that dispatcher have signature of superior trains before completing order to an inferior train.

(b) Operator will fill out clearance, designating thereon numbers of orders, repeat to dispatcher train and order numbers as they appear on clearance and obtain O. K. with time and Superintendent's initials, writing same before delivery in blank space where time is shown. Operator will retain carbon copy of clearance. This paragraph applies to territory outside of block signal limits also.

(c) Dispatcher must write train and order numbers in his train order book as transmitted by operator from clearance, and must designate time clearance was made O. K., not transmitting O. K. unless operator repeats numbers of all orders to be delivered to the train to which clearance is addressed.

(d) When a "19" order restricting superiority is issued at a station where superiority is restricted, train must be stopped by operator before delivery of order.

(e) Conductor's and engineer's attention is called to the importance of approaching at a moderate rate of speed, telegraph offices where orders are to be received. Also to the necessity of carefully checking clearance to ascertain positively that clearance is properly addressed and that orders received are those called for by clearance.

4 YARDS ARE ESTABLISHED AT THE FOLLOWING STATIONS:

SACRAMENTO.—Extend from 1,000 feet east of Benali to a point 4,000 feet west of Sacramento River Bridge, to a point 1,000 feet west of west switch at Brighton on Stockton Line via Elvas, to a point 1,000 feet east of east switch at Brighton on Placerville line via Homestead, to a point 18,673 feet east of Junction switch, R Street, on Walnut Grove Line.

(a) FOLSOM.—Extend to a point 1,000 feet west of west switch at Natoma to switch connecting to track to State Prison at Folsom and 1,000 feet east of Nagle Spur on Placerville Line.

(b) WOODLAND.—Extend to a point 1,000 feet west of Mill Spur to a point 1,000 feet north of switch at Junction to Oroville and Willows Line.

(c) ORLAND.—Extend to a point 1,000 feet west of the switch at Alfalfa Spur, through Wyo and to a point 1,000 feet east of east switch at Wyo, and to a point 1,000 feet east of east switch on Hamilton Branch.

(d) WILLOWS.—Extend to a point 1,054 feet west of the west switch corral track to a point 1,000 feet east of the east switch to a point 1,000 feet east of the east switch of wye on Fruto Branch.

(e) CHICO.—Extend from a point 1,000 feet west of the west switch to a point 3,000 feet east of the east switch at Chico, to a point 1,000 feet east of east switch on Stirling City Branch.

(f) MARYSVILLE.—Extend to 1,000 feet west of Rupert Spur to a point 1,000 feet east of Western Pacific crossing at Binney Junction, to a point 1.7 miles east of Binney Junction Switch on Oroville Branch, to a point 1,000 feet west of west switch of Cannery Track at Yuba City. This includes E and A Street cut-off.

(g) GERBER.—(Shasta Div.) Extends 1,000 feet west of west switch Willows line and 1,000 feet west of west switch Chico line at Tehama.

(h) ROSEVILLE.—Extend to a point 1,000 feet west of west switch Antelope to a point 2,385 feet north of Andora switch on Gerber Line, to a point 1,000 feet east of east switch at Rocklin, on track 4 and to a point 1,000 feet east of cross-over on tracks 1 and 2.

(i) COLFAX.—Extend to a point 2,000 feet west of west switch and to a point 2,000 feet east of east switch.

(j) TRUCKEE.—Extend to a point 3,000 feet west of station and to a point 7,500 feet east of station.

(k) SPARKS.—Extend to a point one and one-half miles west of Reno.

Rules 93 and D-93 are revised as follows:

(l) **"Within yard limits the main track may be used, protecting against first-class trains.**

(m) **ALL TRAINS MUST APPROACH YARD LIMITS AND PASS THROUGH YARDS UNDER CONTROL."**

5 SPEED RESTRICTIONS.

Maximum speed of any train at any point must not exceed 50 miles per hour.

All trains with Mallet engines will reduce speed to 8 miles per hour and trains with other class of engines to 15 miles per hour when using cross-overs, turnouts and on sidings, and be under control through interlocking plants.

Between Loomis and Lawton.

(a) Freight trains must not exceed 20 miles per hour on curves and 25 miles per hour elsewhere.

Other trains with Mallet Mogul engines, 4200 class, and Mikado engines, must not exceed 28 miles per hour on curves, between Loomis and Truckee and 30 miles per hour on curves between Truckee and Lawton.

Other trains with Mallet consolidated 4000 class engines, 20 miles per hour on curves and 25 miles per hour elsewhere.

Other trains with other than 4000 and 4200 class engines, 28 miles per hour on curves of six degrees or over.

All Other Places on the Division.

(b) Trains must not exceed 30 miles per hour on ten degree curves.

Mallet Mogul engines 4200 to 4211, inclusive, consolidated engines, also Mikado engines, must not exceed speed limit of 40 miles per hour on any portion of division.

Eastward trains must not exceed a speed of 10 miles per hour between west switch and yard office at Sparks.

All trains reduce speed to 20 miles per hour over bridges, First and Fourth Crossings, Truckee River on No 2 track, and over Long Ravine bridges east of Colfax on Nos. 1 and 2 tracks.

Westward trains not exceed 8 miles per hour passing over cross-over at B. C. junction.

(c) Trains and yard engines not exceed 6 miles per hour over crossing just east of Sacramento River Bridge, and over Lincoln Street Crossing Roseville.

(d) Trains must not exceed speed of 25 miles per hour over Feather River Bridge east of Binney Junction. This includes approaches as well as trestle on the curve just east of Feather River.

(e) Reduce speed to 12 miles per hour over long trestle east of Knights Landing.

(f) Engines backing up will not exceed a speed of twenty miles per hour. This does not include Mallet engines.

(g) Motor cars backing up must not at any time exceed the speed of 20 miles an hour, and not exceed 10 miles an hour when backing up through yard limits and over highway crossings.

(h) Motor cars must not exceed speed of 25 miles per hour between M. P. 138 and Placerville.

(i) Trains must not exceed speed as shown on slow boards between Biggs and mile post 175.

(j) Passenger or mixed trains will not exceed 18 miles per hour; and other trains 15 miles per hour between Mile Post 191 and Stirling City; except that between Mile Posts 211 and 206 all westward trains must not exceed 12 miles per hour.

(k) On portions of the division not covered by special instructions, freight trains must not exceed a speed of 35 miles per hour.

	Passenger Trains with Passenger Engines	Freight	
Willows and Fruto	20	15	Miles per Hour
Folsom-Placerville	30	15	
Woodland and Marysville	30	20	
Marysville and Oroville	35	25	
Truckee and Lawton	40	25	
Truckee and Loomis	35	20	
Walnut Grove and Hamilton Branches	30	20	
Orland (between outside switches)	20	12	
Corning (between outside switches)	15	12	

Speed of trains regulated by ordinance through city limits:

Wheatland, Gridley, Lincoln, Rocklin, Sacramento, Willows, 15 miles per hour.

6 TRAIN AND AIR INSPECTION.

PASSENGER TRAINS.—Rear end brake and air signal test must be made by trainmen at SUMMIT, BLUE CANON, STIRLING CITY and PLACERVILLE; also at any other point where brake pipe has been separated. Test to be made just prior to leaving.

(a) FREIGHT TRAINS.—Rear end brake test must be made by trainmen at SUMMIT, BLUE CANON, STIRLING CITY and PLACERVILLE; also at any other point where brake pipe has been separated. Test to be made just prior to leaving.

(b) ALL TRAINS.—Test to be made as follows: Engineers make a reduction from brake valve then sound one blast of the steam whistle, of sufficient length and volume only to reach the rear of the train, will be notice to trainmen that enginemen are ready for air brake test to be made.

(c) Trainmen will then make a service reduction of brake pipe pressure, from the last car, of not less than twenty pounds. Engineer on the lead engine will, with brake valve on lap, watch for fall of pressure on air gauge to indicate that air has been applied; after which brakes will be released in the usual manner.

(d) ON PASSENGER TRAINS, when a stop is made, and not before, trainmen will turn down retainers, one man working from head end, and another from the rear, until they meet; then immediately turning them up on return movement.

(e) Engineer will release the train brakes as soon as stop is made.

When all retainers have been turned down, rear brakeman will notify the engineer by one blast of the signal whistle.

(f) All available retainers on passenger and freight trains will be used as follows:
Eastward trains, Summit to Truckee.

(g) Westward trains,
Summit to Long Ravine Bridge.
New England Mills to Loomis.
Stirling City to Butte Creek.

(h) Cars will not be handled ahead of engine at any point between Stirling City and Chico on westward trip.

(i) Two engines must not be coupled together on Stirling City branch. Helper engines must be cut back in train.

(j) No freight train must make a continuous run of over thirty (30) miles without making a stop of not less than 5 minutes to make a careful examination of all cars. Employees using siding must look for derails, and know that they are in proper position before and after using them.

TRAIN AND AIR INSPECTION—Continued.

(k) Freight trains on descending grade will make a stop of ten minutes at the following stations, where trainmen will make a careful inspection of all cars and permit wheels to cool:

Floriston.
Andover.
Summit.
Spruce.
Crystal Lake.
Blue Canon.
Towle.
Colfax.
Flint.
Latrobe.

(l) All eastward and westward freight trains will make running test of the airbrakes before pitching over grade at Summit. To avoid breaking train in two it must be brought to a stop after air brake test has been made. If engineer fails to make the stop, trainmen will do so by applying air from rear of train and report the occurrence by wire.

(m) All freight trains descending grade between Summit and Truckee, will stop at Old Road Crossing, east end of Tunnel 6, and pull out slowly to permit inspection of wheels and running gear.

(n) Westward trains except passenger trains stop 5 minutes at Doon, 10 minutes at Paradise and Crouch for inspection and cooling wheels. Passenger trains stop at Paradise 5 minutes to cool wheels.

(o) Retainers on cars set out in territory where they are used, must be turned down by incoming crew. This does not relieve outgoing crews from ascertaining that retainers are in proper position.

(p) Conductors will report to Superintendent by wire any failure to properly control train by air brakes, and will hand to car inspector at first terminal list showing tonnage of each car in train. Car Inspector will add to list the piston travel of each car in train, as shown by test made before road engine is cut off; also result of three-minute test of all retainers. The list then to be forwarded to Superintendent by mail.

(q) Whenever a train handles badly on a descending grade, the conductor will wire the car repairers at the terminal, stating the trouble as near as he can, in order to give carmen a chance to investigate on arrival of the train.

(r) Light engines on descending grades will stop at regular freight train inspection stations for inspection of engine and to permit heat of tires to equalize with wheel centers to avoid tires slipping.

7 AUTOMATIC SIGNALS.

On single track trains stopped by automatic block signals will be governed by Rule 504. Wait five (5) minutes before proceeding in manner instructed by Rule 504.

(a) On **DOUBLE TRACK** trains must come to a stop, and then may proceed under control, not exceeding six (6) miles per hour, to next signal, flagman being invariably sent ahead in stormy or foggy weather.

(b) When using cross-overs, trainmen must comply with Rule 99, on both tracks, and after switches are thrown wait five (5) minutes before moving through cross-over.

This regulation does not apply within limits yards.

(c) On No. 1 track between Newcastle and Loomis, automatic block signal rules governing trains on single track will apply.

(d) When trains are stopped by automatic block signals No. 1158 west of Lincoln, No. 1173 east of Lincoln, No. 1280 west of Wheatland or No. 1291 east of Wheatland, stop, then proceed under control not exceeding six miles per hour to signal governing opposite direction.

(e) Distant signals only are operated at Andora, Whitney, Ewing, Sheridan, Ostrom, Marysville and Yuba City; these signals indicate caution position when switch is open or train occupies main track between signal and switch, or when train on siding is not into clear.

(f) When signal 889 and 901, in Sacramento yard, indicates "stop," trains will not proceed until signal has changed to "proceed" or until hand signals are given by switchtender. In foggy or stormy weather, flagman must be sent in advance of train when signal indicates "stop."

(g) Three-arm automatic block signal on No. 2 track at junction switch, Rocklin, governs the movement of eastward trains. The upper home and distant signal govern the use of No. 2 track. The lower home signal will clear only when No. 4 track is clear and switch lined up for movement to Loomis on No. 4 track.

(h) Home disc signals on semaphore poles east and west end Gold Run, controlled by operator, will govern movement of eastward and westward trains as follows:

When showing red disc or red light, "Take siding." When showing white disc or green light, proceed, if train orders, or schedule permit.

(i) Disc signal located on bridge of overhead signals East End of Truckee yard govern westward trains.

Normal indication white disc or white light.

If disc shows blue or a blue light it indicates consult with operator on telephone before entering yard.

(j) Brighton switch located 150 feet east of railroad crossing at Brighton, on Placerville Branch, will be lined for movement via Elvas. The upper arm of signal 947 governs movement to Elvas. The lower arm governs movement to R Street.

8 INTERLOCKING PLANTS.

In setting out or picking up cars or switching in limits of interlocking plants, cars must not be cut from forward portion of train until they have been brought to a stop.

(a) SACRAMENTO RIVER BRIDGE.—The home signal at the west end of bridge governing movement of eastward trains will stand normal position at stop and will be cleared on approach of eastward trains when circuit is clear. The home signal on the east end of bridge will stand normal position proceed. This interlocking plant is for protection of drawbridge and not for railroad crossing which is located at the east end of bridge.

(b) Trains must not stop on draw-bridge at Sacramento.

(c) SNOD GRASS SLOUGH.—Draw-bridge located approximately two (2) miles west of Walnut Grove, on Walnut Grove Branch, interlocked.

When signal indicates **STOP**, trains must not move over draw-bridge, until flagman has preceded the train and ascertained that bridge is closed and track safe, between these two signals.

(d) ELVAS.—The home signals at the approaches do not in all cases govern through entire interlocking limits, as each home signal in the proceed position only entitles train to move to the next home signal, which may be reached before passing out of interlocking limits. Dwarf signals or short blades on three-arm signals are provided for each route not governed by a home signal and govern only to the next home or dwarf signal in advance.

Trains from Sacramento to Brighton will be governed by lower and trains from Sacramento to Roseville by upper signal. From Roseville to Sacramento by upper, and from Roseville to Brighton by lower signal. From Brighton to Sacramento by upper, and from Brighton to Roseville by lower signal.

Last paragraph Rule 630 is amended permitting towerman at Elvas to give signals from tower instead of ground.

Whistle signal governing different routes as follows:
To Roseville, one long and one short, ——— o.
To Sacramento, two long and one short, ——— ——— o.
To Brighton, two long and three short, ——— ——— o o o.
To siding, three short and two long, o o o ——— ———.
To third track, one long, one short, one long, ——— o ———.
To spur, one short, one long, o ———.

(e) NINETEENTH STREET, SACRAMENTO.—At crossing of R Street track with Western Pacific, all derails on approaches to the crossing and switches leading to transfer track and to industry track are operated from the tower. The top arm of the signals located one hundred (100) feet from the main track derails govern the use of main track.

The lower arm of the high signals governs the use of the transfer and industry tracks.

Trains wishing to use industry or transfer tracks will give one long, one short and one long rings on push button located on home signal cases.

(f) HOMESTEAD.—At crossing of 'R' Street line with Northern Electric Railroad. Derails and approaches to the crossing and switches leading to Libby McNeill siding, stock corral spur and east end of Pacific Gas & Electric Company siding, are operated from the tower.

Upper arm of the high signals located one hundred (100) feet from main track derails governs the main track.

Lower arms of high signals govern entrance to industry tracks.

Trains wishing to use stock corral track or east end of Pacific Gas & Electric Company siding, will give one long, one short and one long rings on push button.

Libby McNeill siding, one long and one short rings.
Main track, one ring.

(g) NINTH STREET TOWER, MARYSVILLE.—Crossing Western Pacific and Woodland-Oroville Branch.

(h) BINNEY JUNCTION TOWER.—Junction with Oroville Branch and crossing Western Pacific Ry. Whistle signals governing routes:
Main Track to or from Gerber—one long, one short: ——— o.
Main Track to or from Oroville Branch—two long, one short: ——— ——— o.
Siding to or from Gerber—one short, one long: o ———.
Siding to or from Oroville Branch—three long, one short: ——— ——— ——— o.
Siding to or from west leg of wye—three short, two long: o o o ——— ———.
Main Track to or from west leg of wye—two long, three short: ——— ——— o o o.
Main Track to or from east leg of wye—one long, one short, one long: ——— o ———.
To Spur—one short, two long: o ——— ———.

(i) LIVE OAK TOWER.—Crossing with Northern Electric Company, located one-half mile east of Live Oak. Eastward trains, when standing on main track to meet opposing trains at Live Oak, will stop west of east house track switch to avoid holding tower signal against opposing trains.

(j) WOODLAND.—All derails on approaches to crossing of Sacramento-Woodland Electric Railway, and switches leading from main track to house track and siding and switch from siding to Knights Landing line, controlled by this tower. Top arm on high signal, located 50 feet from derail, governs use of main track; lower arm on westward high signal governs entrance to siding or house track. Dwarf signals govern other movements.

The following whistle signals will be used:
For Tehama to or from siding—one long, one short: ——— o.
For Tehama to or from house track—two long, one short: ——— ——— o.
For Knights Landing to or from siding—one long, one short, one long: ——— o ———.

9 STAFF RULES.

The Train Staff system is in operation between Truckee and B. C. Junction. All stations with sidings within these limits are train staff stations. Should view be obstructed by reason of snow, fog, etc., and engineer is doubtful as to location, he must stop, and if necessary send flagman ahead to note position of signals.

(a) At staff stations between B. C. Junction and Champion, inclusive, the initial switch at each end of siding is connected with signals, approaching it, so as to give stop indication when switch is not properly lined up.

At a distance of approximately fifteen hundred feet from extreme switches at each staff station a distant signal (disc) is located, which is used in connection with the home signal, and the extreme switches to regulate the approach thereto.

Two disc signals, home (top) pertaining to the occupancy of the main track, and distant (lower) pertaining to the staff for the next block, are placed on one post at each end of siding at staff stations except at Champion and Fulda.

(b) At Champion and Fulda—Staff signal indications are given by means of light signals located at the extreme switches of the sidings. Indications are as follows:
Red Light—Take siding.
Yellow Light—Proceed on main track to the staff crane.
Green Light—Proceed-staff in crane.
No Light—Send flagman to office for instructions.

(c) If the distant signal shows yellow disc and yellow light indicating "caution" and the home signal shows red disc and red light indicating "stop," train must stop and take siding. When doing so, train must be under control and staff retained, as per Rules 429, 453 and 465.

(d) If distant signal indicates caution, and the home signal indicates proceed, train will proceed cautiously on the main track prepared to stop at staff crane located at staff office.

(e) If both signals indicate "proceed," train will proceed on main track expecting to receive staff which is authority to move into next block.

(f) When receiving staff, as per Rule 452, the engineman must ascertain if it is the proper one for the block which he is entering by removing staff from the pouch and reading the station names stamped upon it.

(g) Helper engines of eastward trains cutting out at Tunnel 6, at Summit, must obtain a helper staff at Summit office, which will permit them to return on main track from Tunnel 6 to East end of West siding at Summit, regardless of all trains except the one they are helping.

(h) The regular train staff will govern train movement.

(i) The helper staff is authority for westward movement of helper engines only from Tunnel 6 to Summit, and must be delivered to operator at Summit promptly after helper has arrived and cleared the main track.

(j) If more than one helper cuts out at Tunnel 6, they will couple and return with the helper staff.

(k) Extra and regular trains not in sections may run between any point within staff limit without running orders upon receipt of staff, clearance card and all orders designated thereon.

(l) Westward trains will approach staff crane at Soda Springs and Fulda under control, prepared to stop regardless of signal indications.

10 MISCELLANEOUS.

Tracks between Sacramento and B. C. Junction numbered as follows:
No. 1 Track, Westward main track via Auburn.
No. 2 Track, Eastward main track via Nevada Street, Auburn.
No. 4 Track, between Rocklin and Loomis; diverges from No. 2 track at Rocklin and runs on south side of No. 1 track, one-half mile east of Rocklin, to Loomis, connecting with No. 1 track at Loomis.

11 Unless otherwise instructed eastward freight trains will move Newcastle to Colfax regardless of Nos. 210 and 34.

12 On double track, extras may run with current of traffic between any stations without running orders, but must obtain clearance (Form 2643) when leaving initial station.

13 All trains between Elvas and Sacramento and between Elvas and Brighton, second class trains between Sacramento and Roseville, and eastward trains via Elvas from Stockton Division will move irrespective of time-table superiority when moving with current of traffic.

14 Normal position with main track switch at Truckee will be set for No. 2 track.

15 Trains and yard engines after coming to a stop for crossing with Sacramento-Woodland Railroad at Front and M Streets, Sacramento, will proceed only on signal from flagman, and not pass the switchtender's station at Fourth, Sixth, Fifteenth streets and east end Sacramento River Bridge without receiving a signal to proceed.

16 Southern Pacific trains will approach Western Pacific crossing at Front and R Streets, Sacramento, under control, expecting to find crossing occupied.

17 Southern Pacific yard engines will stop at Front and R street scrossing and ascertain that it is clear before proceeding. Both Southern Pacific and Western Pacific trains and yard engines must ascertain that all switch and industry track crossings in the vicinity of Front and R streets, Sacramento, are clear before using.

18 Trains will stop within two hundred (200) feet of Northern Electric crossing at Yuba City, Front and R streets Sacramento, and on Stirling City Branch and Knights Landing drawbridges before crossing.

Trains must not stop on drawbridge at Knight's Landing.

SPECIAL INSTRUCTIONS—Continued.

MISCELLANEOUS—Continued.

19 The tonnage of Freight train between Summit and Loomis must not exceed 100 M's per operative brake and between Summit and Truckee 120 M's per operative brake. Between Stirling City and Butte Creek 80 M's per operative brake. See Rule 58 of Rules and Regulations governing air brakes.

20 Trains taking siding for other trains at the following named stations will use the siding indicated:

21 At Colfax westward trains will use siding number one (1) north of No. 1 track. Eastward trains will use siding number three (3) south of No. 2 track.

22 Helper engines coupled in middle or rear of train must be cut off from the forward portion of train before taking water. Engines must be cut from westward freight trains while taking oil and water at Truckee.

23 Between Sacramento and Gerber engines must be cut off of all freight trains of twenty cars or more before taking water.

24 Cars must not be handled ahead of engine at any point between Stirling City and Chico, on westward trip.

25 Two engines must not be coupled together on Stirling City Branch. In case helper engine is used, it must be cut back in train.

26 At meeting point, if the train which is to hold the main track arrives first, brakeman of this train will open the switch for the opposing train to take siding. This will necessitate trains approaching meeting points under control so as not to enter siding at a too high rate of speed.

27 Markers must be kept lighted between B. C. Junction and Truckee and on No. 2 track between Rocklin and Colfax at all hours. Trainmen in this district must turn markers at all hours, as per Rule 19, Book of Rules.

28 Trains entering sidings will do so under control. Responsibility for collision is placed with entering train.

29 Between Emigrant Gap and Andover the snowshed posts on each side of the track are numbered for a distance on either side of sidings showing number of car lengths from the switch. This is a guide to the engineer in locating switch in pulling out of siding.

30 Enginemen must not dump carbide from gas generator within snowshed district.

31 When one torpedo is exploded train will come to a stop as per Rule 15, If no person is on hand to explain the placing of torpedo, train may proceed as hereinafter provided:

(a) If view is obscured in any manner, flagman must be sent ahead for a distance of at least one-half mile.

(b) If track is seen to be clear or within automatic block limits, if signal indicates "Proceed," train may proceed, not exceeding 6 miles per hour for a distance of one-half mile, before resuming full speed.

32 On double track lines, when a train finds a fusee burning red, train must be brought to a stop and may then proceed cautiously, not exceeding six (6) miles per hour, to the obstruction, or until clear signal is reached, or until track is known to be clear.

33 Trains from Knights Landing branch at Woodland will use siding to station or comply with Rule 83 before entering main track. Switches this siding set to lead from Oroville branch. Trains from Oroville use siding Binney Junction to Marysville.

34 Long siding Harrington will be used as follows: West end west of cross-over as Eastward siding; east end east of cross-over, Westward siding. Junction switch of Colusa & Hamilton Railroad connects about midway with Westward siding.

35 When trains have outfit cars, helper engine will go through to Lake View, instead of cutting out at Summit, to avoid shoving against outfit cars while helping train out of Summit.

36 MINIMUM CLEARANCES FOR ROTARY PLOWS, BLUE CANON EAST.

Cisco, old fire train spur, shed post clears 8 inches. Tunnels 3 and 4, 8 to 10 inches clearance. Brackets for wire east end of tunnel 4 clears 6 inches.

Tunnel 5, 8 inches clearance.

East and west of mile post 195, stone walls clear 6 inches. Water trough east of tunnel 10 clears 5 inches.

East end of tunnel 11 clears 8 inches. When staff is in staff crane will not clear plow. Will have to stop and get staff by hand.

All push cars in shed district must be placed between posts for proper clearance.

Rotary plow on an 8 or 10 degree curve will swing approximately 7 inches from center.

All crews handling plows through this district where standard clearance is not provided must reduce speed to six miles per hour through tunnels and at rock walls.

LOCATION OF OVERHEAD STRUCTURES.

Mile Post	East of	Description	Mile Post	East of	Description
132.6	Clipper Gap	Tunnel 0	133.3	Clipper Gap	Tunnel 26
165.5	Forebay	Tunnel 1	133.8	Clipper Gap	Tunnel 27
172.5	Emigrant Gap	Tunnel 2	134.8	Applegate	Tunnel 28
180.7	Cisco	Tunnel 3	136.	Applegate	Tunnel 29
181.	Cisco	Tunnel 4	138.7	New England Mills	Tunnel 30
193.7	Summit	Tunnel 6	139.2	Lander	Tunnel 31
194.1	Summit	Tunnel 7	139.5	Lander	Tunnel 32
194.3	Summit	Tunnel 8	145.3	Colfax	Tunnel 33
194.9	Summit	Tunnel 9	145.7	Colfax	Tunnel 34
195.1	Summit	Tunnel 10			
195.4	Summit	Tunnel 11			
195.7	Summit	Tunnel 12	139.2	Shingle Springs	Shingle Springs Tunnel, Placerville Branch.
200.1	Eder	Tunnel 13			
114.2	Rocklin	Tunnel 15			
114.7	Rocklin	Tunnel 16			
117.3	Lincoln Ave., Penryn	Tunnel 17			
120.5	Newcastle	Tunnel 18	208.6	East of Appleton	Tunnel Stirling Branch.
122.7	Newcastle	Tunnel 19			
123.2	Newcastle	Tunnel 20			
124.7	Auburn	Tunnel 21		SNOW SHEDS	
131.2	Bowman	Tunnel 22	165.1 to 206.2	B. C. Junction Champion	Snow Sheds.
132.7	Clipper Gap	Tunnel 23			
132.9	Clipper Gap	Tunnel 24			
131.1	Clipper Gap	Tunnel 25			

MAXIMUM SPEED FOR WHICH LOCOMOTIVES ARE COUNTERBALANCED.

All locomotives, with the following exceptions, are counterbalanced for a speed in miles per hour equal to the number of inches in diameter of driving wheels:

Class of Locomotive	Engine Numbers	Maximum Speed in Miles per Hour	Maximum Wheel Pressure
MM-63 25-38/28 320	4200 to 4211	40	
A-84 15-25/28 110	3000 to 3009	77	48375 lbs.
A-79 15-25/28 102	3016 to 3024	67	46445 "
A-81 20-28 105	3025 to 3071	77	46380 "
T-69 21-28 149	2284, 2285, 2287 to 2289, 2292, 2293, 2295, 2296, 2298, 2299	60	44330 "
T-69 15½-26/28 142	2291, 2294, 2297	62	41526 "
T-63 18/30 78	2187, 2190, 2194, 2195, 2199, 2200, 2203 to 2206	52	22750 "
M-63 21/28 155	1720, 1721, 1724, 1770, 1771, 1773 to 1777, 1779	58	45190 "
M-63 21/28 144	1727 to 1729, 1731, 1734, 1736 to 1738, 1741, 1743, 1745, 1746, 1748, 1750 to 1753, 1755, 1757, 1759 to 1761, 1763, 1764, 1767 to 1769, 1782, 1784, 1785, 1787, 1788, 1790 to 1792, 1794 to 1797, 1799	53	42860 "
M-63 15/26-28 144	1730, 1733, 1786, 1793, 1798, 1802	56	42000 "
E-69 18/24 69	1383, 1386, 1387, 1389, 1392, 1393, 1396, 1397	55	30190 "
E-73 18/24 63	1430 and 1432	61	27570 "
MC-57 26-40/30 394	4000 to 4016	53	43050 "
MC-57 26-40/30 398	4017 to 4028	53	43050 "
MC-57 26-40/30 401-S	4029 to 4043	53	43500 "
MC-57 26-40/30 395-S	4044 to 4048	53	43500 "
C-57 22/30 180	2625, 2626, 2628 to 2642, 2644 to 2651, 2653 to 2655, 2657, 2659 to 2662, 2664 to 2672, 2674, 2675, 2677, 2679	52	39650 "

Note.—Maximum speed in miles per hour is based on vertical disturbing force of counterbalance not exceeding 75 per cent of static wheel load, and maximum wheel pressures shown obtain at speeds indicated.

The above table for information of engineers and must in no way conflict with instructions governing speed of trains.

SPEED TABLE.

Miles per Hour	1 Mile in		Miles per Hour	1 Mile in		Miles per Hour	1 Mile in		Miles per Hour	1 Mile in	
	Min.	Sec.		Min.	Sec.		Min.	Sec.		Min.	Sec.
6	10	......	21	2	51	31	1	56	41	1	27
8	7	30	22	2	43	32	1	52	42	1	25
10	6	......	23	2	36	33	1	49	43	1	23
12	5	......	24	2	30	34	1	45	44	1	21
15	4	......	25	2	24	35	1	42	45	1	20
16	3	45	26	2	18	36	1	40	46	1	18
17	3	31	27	2	13	37	1	37	47	1	16
18	3	20	28	2	8	38	1	34	48	1	15
19	3	9	29	2	4	39	1	33	49	1	13
20	3	......	30	2	......	40	1	30	50	1	12

AVERAGE WEIGHT OF PASSENGER TRAIN CARS

KIND OF CAR	AVERAGE WTS.—POUNDS		
	Wood	Steel	Steel Underframe
Baggage	79,000	90,000	....
" (Dynamo)	....	105,000	....
Baggage and Mail	77,000-69 ft.	121,000-69ft. 90,000-60ft.	93,000-69 ft.
Baggage and Passenger	61,000	....	....
Buffet	....	130,000	122,000
" (Dynamo)	....	146,000	....
Business	107,000	178,000	135,000
Chair	86,000	98,000	....
Coaches	80,000	95,000	....
Dining	128,000	147,000	135,000
Horse Express	81,000	....	....
Observation	122,000	145,000	131,000
Postal	....	110,000-60ft. 77,000-40ft.	....
Pullman Parlor	115,000	146,000	....
" Observation	124,500	151,000	127,000
" Std. Sleepers	125,000	153,000	145,000
" Tourist Sleepers	94,000	....	133,000
Tea and Silk	48,000	....	....
W. F. Refr. Express 40 to 49	78,400	....	....
" " " " 50 " 89	79,100	....	....
" " " " 90 " 129	77,900	....	....
" " " " 130 " 154	75,500	....	....
" " " " 55 " 189	87,800	....	....
" " " " 500 " 505	108,500	....	....
N. P. Refr. Express	60,000	....	....
" " " "	....	....	74,000
G. N. " "	70,000	....	....

LIST OF SURGEONS.

NAME	LOCATION	DISTRICT
Dr. F. K. Ainsworth, Chief Surgeon	San Francisco	
Dr. G. A. White, Consulting Surgeon	Sacramento	Special Service.
Dr. A. M. Henderson, Division Surgeon	Sacramento	Sacramento Division.
Dr. G. L. Stevenson, District Surgeon	Sacramento	Between Sacramento, Roseville and Fair Oaks Junction.
Dr. W. E. Briggs, Oculist and Aurist	Sacramento	
Dr. B. Woodbridge, District Surgeon	Roseville	Between Antelope, Whitney and Rocklin.
Dr. J. S. Wheeler, Asst. District Surgeon	Roseville	Between Antelope and Rocklin.
Dr. H. D. Fletcher, District Surgeon	Rocklin	Between Roseville and Loomis.
Dr. O. L. Barton, District Surgeon	Loomis	Between Rocklin and Penryn.
Dr. E. E. Ostrom, District Surgeon	Newcastle	Between Penryn and Auburn.
Dr. B. F. Howard, Emergency Surgeon	Alta	
Dr. G. H. Fay, District Surgeon	Auburn	Between Newcastle and N. E. Mills.
Dr. Henry T. Rooney, District Surgeon	Colfax	Between N. E. Mills and Gold Run.
Dr. L. B. Barnes, District Surgeon	Dutch Flat	Between Gold Run and Cisco.
Dr. J. H. Bernard, District Surgeon	Truckee	Between Cisco and Boca.
Dr. T. C. Alexander, District Surgeon	Floriston	Between Boca and Calvada.
Dr. W. S. Wilcox, District Surgeon	Verdi	Between Floriston and Reno.
Dr. M. R. Walker, District Surgeon	Reno	Between Floriston and Sparks.
Dr. W. H. Hood, Consulting Surgeon	Reno	
Dr. H. A. Brown, Oculist	Reno	
Dr. O. C. Hyde, District Surgeon	Lincoln	Between Whitney and Sheridan.
Dr. Frank S. Lowell, District Surgeon	Wheatland	Between Sheridan and Ostrom.
Dr. A. L. Miller, District Surgeon	Marysville	
Dr. I. V. Higgins, Emergency Surgeon	Live Oak	
Dr. L. L. Thompson, District Surgeon	Gridley	Between Live Oak and Nelson.
Dr. O. C. Hawkins, Emergency Surgeon	Biggs	
Dr. O. Stansbury, District Surgeon	Chico	Between Nelson and Vina.
Dr. J. H. Belyea, District Surgeon	Los Molinos	Between Proberta, Vina and Richfield
Dr. F. J. Bailey, District Surgeon	Gerber	Between Red Bluff and Gerber.
Dr. W. E. Bates, District Surgeon	Davis	Between Davis and Merritt.
Dr. H. D. Lawhead, District Surgeon	Woodland	Between Merritt, Chandler and Dunnigan.
Dr. W. F. Harlan, Surgeon	Arbuckle	
Dr. A. W. Kimball, Emergency Surgeon	Williams	
Dr. C. O. Poage, Emergency Surgeon	Colusa	
Dr. G. W. Desrosier, Emergency Surgeon	Maxwell	
Dr. C. W. Lund, District Surgeon	Willows	Between Cortena, Germantown and Fruto.
Dr. S. Iglick, District Surgeon	Orland	Between Germantown and Kirkwood.
Dr. J. R. Cornell " "	Stirling City	
Dr. W F. Maggard, District Surgeon	Corning	Between Kirkwood and Richfield.
Dr. T. W. Horton, Emergency Surgeon	Honcut	
Dr. T. B. Reardan, District Surgeon	Oroville	Between Honcut and Oroville.
Dr. T. E. Farmer, District Surgeon	Folsom	Between Fair Oaks and Latrobe.
Dr. W. A. Reckers, District Surgeon	Placerville	Between Latrobe and Placerville.

NOTE.—Emergency Surgeons should only be summoned for temporary treatment when prompt attention is required and when patients cannot be sent to or await arrival of Division or District Sugeon. Emergency Hospitals located at Truckee, Sparks and Sacramento.

RATING OF LOCOMOTIVES—SACRAMENTO DIVISION—In M's of 1000 back of tender.

Corrected to October, 1917.

CLASS	ENGINE NUMBER	Boiler Pressure	Sacramento and Gerber via Roseville EAST and WEST	Roseville to Colfax Via Eastward Track	Colfax to Sparks Roseville to Colfax Via Westward Track	Sparks to Truckee	Truckee to Summit	Davis and Gerber and Davis and Marysville EAST and WEST	Placerville to Folsom	Folsom to Placerville	Folsom to Sacramento	Sacramento to Folsom
E—69 18/24 65	1382, 1384, 1388, 1391, 1394, 1398 and 1399	160	2305	......	......	......	......	2000	675	390	2285	1465
E—69 18/28 73	1459 to 1463	165	2620	......	......	......	......	2140	......	......	......	......
M—63 20/26 126	1615 to 1719	190	4310	......	......	......	......	3415	......	......	......	......
M—63 21/28 156	1720 to 1724, 1770 to 1779	200	5020	......	......	......	......	3930	......	......	......	......
M—63 21/28 144	1725 to 1769, 1780 to 1803	195	4890	......	......	......	......	3820	......	......	......	......
M—63 21/28 147	1805 to 1822	200	5020	......	......	......	......	3930	......	......	......	......
T—57 18/24 86	2134 to 2153	160	2790	......	......	......	......	2220	815	500	2555	1640
T—57 18/24 87	2176 to 2183	160										
T—63 20/26 112	2235 to 2273	180	3840	1030	555	1575	675	3080	1135	710	3505	2260
T—69 21/28 149	2283 to 2300	200	4620	......	......	......	......	3600	......	......	......	......
T—63 21/28 144	2301 to 2310	200	5020	1360	740	2020	865	3930	......	......	......	......
T—63 22/28 160	2311 to 2342 (Saturated)	200	5490	1490	815	2215	950	4315	......	......	......	......
T—63 22/28 165s	2311 to 2342 (As Superheated)	210	5720	1575	865	2330	1005	4470	......	......	......	......
C—51 22/26 152	2502	180	5245	......	......	......	......	4110	1580	1025	4505	2810
C—51 20/28 164	2503	180	4045	......	......	......	......	3155	1165	730	3515	2135
C—57 22/30 194s	2513 to 2599 and 2752 to 2844 (As Superheated)	210	6290	1750	975	2570	1130	4925	......	......	......	......
C—57 22/30 187	2513 to 2599 and 2752 to 2830	200	5980	1660	920	2420	1070	4675	......	......	......	......
C—57 22/30 184	2694 to 2751	200										
C—57 22/30 180	2624 to 2679	200										
C—57 22/30 178	2680 to 2693	200										
TW—54 22/26 147	2900 to 2913	180	5150	......	......	......	......	4105	1550	1010	4520	2765
TW—56 20/30 120	2925, 2928, 2930 and 2931	160	3840	......	......	......	......	3060	1140	740	3020	1990
TW—56 20/30 122	2927, 2929	160										
TW—50 20-29/26 120	2932, 2940 and 2943	180	3360	......	......	......	......	2625	980	640	2610	1570
TW—50 20-36/26 118	2950	170	3155	......	......	......	......	2560	945	610	2540	1525
TW—50 20/26 120	2933 to 2939, 2941, 2942, 2944	170	4080	......	......	......	......	3195	1240	830	3150	2075
MC—57 26-40/30 394	4000 to 4016	200	......	3815	2170	5460	2500	......	......	......	......	......
MC—57 26-40/30 398	4017 to 4028	200										
MC—57 26-40/30 401s	4029 to 4043	200										
MC—57 26-40/30 395s	4044 to 4048	200										
MM—63 25-38/23 320	4200 to 4211	200	......	3185	1795	4660	2070	......	......	......	......	......
MK—57 23¾/30 206s	3216 to 3235	200	6880	1885	1020	2790	1195	......	......	......	......	......
MK—63 26/28 210	3236 to 3249	200	7690	2110	1165	3110	1355	......	......	......	......	......
Allowance for Empty and Underloaded Cars	Less than 40 M's		6	6	3	3	3	6	3	3	6	6
	40 to 50 M's		3	3	0	0	0	3	0	0	3	3
	More than 50 M's		0	0	0	0	0	0	0	0	0	0

TRAINMASTERS.

C. C. FISHER ..... Woodland to Oroville; Roseville to Gerber; Davis to Tehama; Fruto, Stirling City and Hamilton Branches ..... SACRAMENTO, CAL.
F. E. KEENAN .... Colfax to Sparks .... TRUCKEE, CAL.
F. J. BERRY ..... Colfax to Sacramento, inclusive; Placerville and Walnut Grove Branches. ..... ROSEVILLE, CAL.
A. B. ALLEN .... Assistant Train Master .... SACRAMENTO, CAL.
J. B. KNAPP .... Assistant Train Master, Colfax to Sparks .... BLUE CANON, CAL.

O. T. STACKPOOLE .... CHIEF TRAIN DISPATCHER
C. N. JONES .... ASST. CHIEF TRAIN DISPATCHER
D. A. NEELLEY .... ASST. CHIEF TRAIN DISPATCHER
W. M. FLETCHER .... DISPATCHER AND EXAMINER

TRAIN DISPATCHERS — SACRAMENTO, CAL.:
L. Geiger
F. E. Jones
G. H. Barnes
F. S. Greene
F. E. Scott
L. Fingland
G. G. Porter
R. D. Bloss
H. A. Sutherland
E. T. Gallagher
F. G. Wiese

MILEAGE.

MAIN LINES.

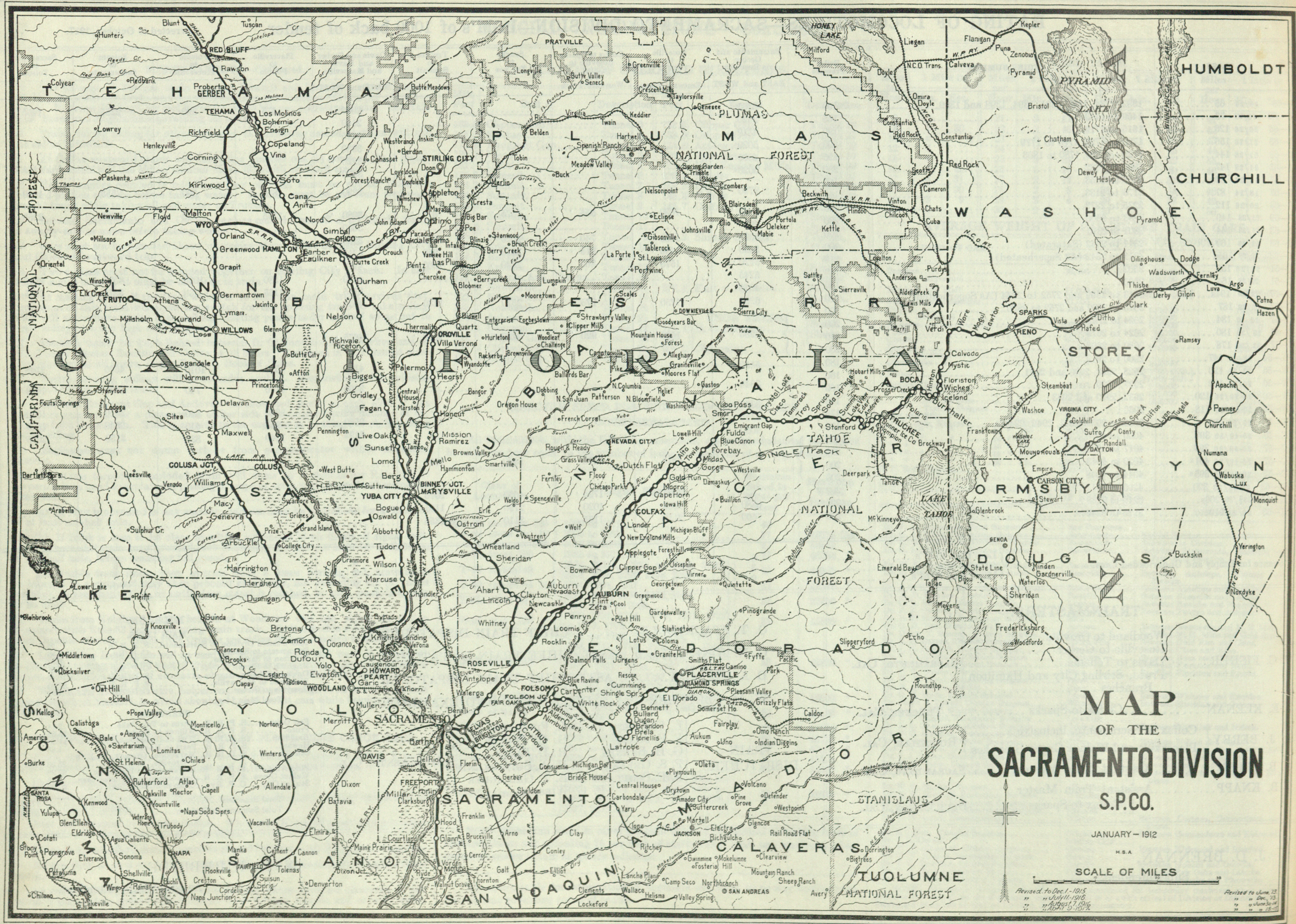
End Western Division to Sacramento	S. P. R. R	.29	
Sacramento to Sparks	C. P. Ry	155.83	
Brighton to Sacramento	C. P. Ry	6.95	
Brighton to Elvas	C. P. Ry	3.58	
Davis to Tehama	S. P. R. R	110.40	
Woodland to Marysville	S. P. R. R	37.05	
Roseville to Gerber	C. P. Ry	107.02	
Total Main Line			421.12

BRANCHES.

Fair Oaks	S. P. R. R.	Citrus to Fair Oaks	2.14	
Fruto	S. P. R. R.	Willows to Fruto	16.84	
Hamilton	S. P. R. R.	Wyo to Hamilton	11.21	
Howard	S. P. R. R.	Peart to Howard	1.88	
Oroville	S. P. R. R.	Marysville (Binney Jct.) to Oroville	25.26	
Placerville	S. P. R. R.	Sacramento to Placerville	61.26	
Walnut Grove	S. P. R. R.	Sacramento to Walnut Grove	24.30	
Stirling City	C. P. Ry.	Chico to Stirling City	30.30	
Total Branches				173.19
Total Sacramento Division				594.31

J. D. BRENNAN,
Superintendent.

W. H. KIRKBRIDE,
Assistant Superintendent.


CALIFORNIA
NEVADA
TEHAMA
PLUMAS
BUTTE
GLENN
COLUSA
SUTTER
YUBA
SIERRA
NEVADA
PLACER
EL DORADO
AMADOR
CALAVERAS
SACRAMENTO
YOLO
SOLANO
NAPA
SONOMA
LAKE
SAN JOAQUIN
STANISLAUS
TUOLUMNE
ALPINE
WASHOE
HUMBOLDT
CHURCHILL
STOREY
LYON
ORMSBY
DOUGLAS
PLUMAS NATIONAL FOREST
TAHOE NATIONAL FOREST
ELDORADO NATIONAL FOREST
CALIFORNIA NATIONAL FOREST
STANISLAUS NATIONAL FOREST
PYRAMID LAKE
HONEY LAKE
LAKE TAHOE
SINGLE TRACK
SHASTA DIVISION
SALT LAKE DIV.
WESTERN DIVISION
S.P.R.R.
W.P.RY.
N.C.O.RY.
RED BLUFF
Tuscan
Blunt
Gerber
Tehama
Los Molinos
Corning
Orland
Willows
Hamilton
Chico
Oroville
Marysville
Yuba City
Binney Jct.
Colusa
Colusa Jct.
Williams
Arbuckle
Woodland
Davis
Sacramento
Roseville
Auburn
Colfax
Nevada City
Grass Valley
Truckee
Boca
Reno
Sparks
Verdi
Carson City
Virginia City
Placerville
Diamond Springs
Folsom
Jackson
San Andreas
Stirling City
Pratville
Quincy
Portola
Downieville
Sierra City
Napa
Santa Rosa
Calistoga
Suisun
Fairfield
Vacaville
Dixon
Elmira
Lodi
Lockeford
Galt
Wheatland
Lincoln
Rocklin
Newcastle
Penryn
Loomis
Dutch Flat
Blue Canon
Emigrant Gap
Cisco
Summit
Tahoe
Gardnerville
Minden
Fernley
Wadsworth
Hazen
Yerington
Wabuska
Mound House
Dayton

MAP OF THE SACRAMENTO DIVISION S.P.CO.

JANUARY – 1912

H.S.A

SCALE OF MILES

0 10 20 30

Revised to Dec. 1.-1915
" " July 11.-1916
" " August 7. 1916
" " April 9-1917

Revised to June '13
" " Dec. '13
" " June 30-14
" " " 15-15